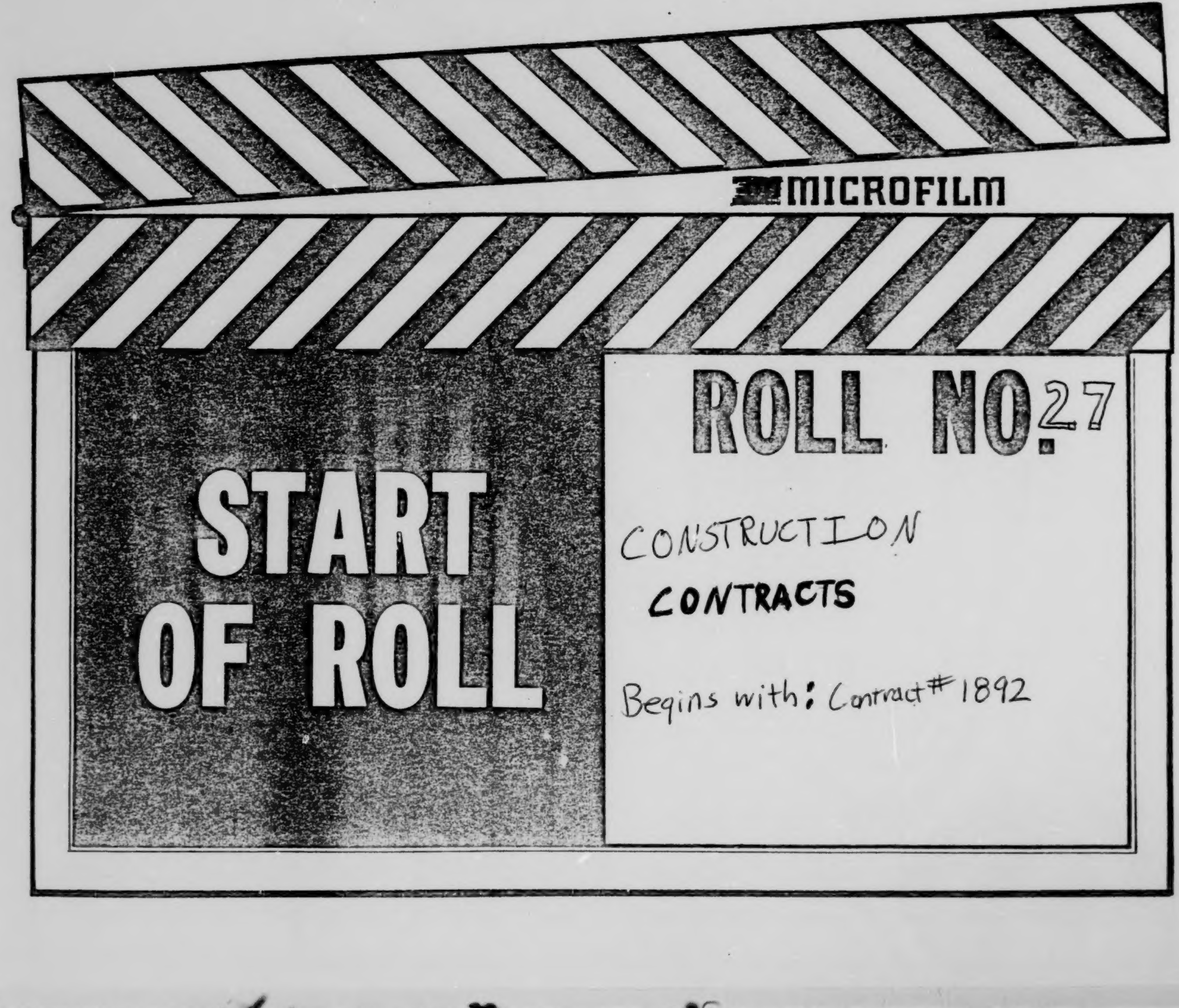

START OF ROLL

ROLL NO. 27

CONSTRUCTION
CONTRACTS

Begins with: Contract # 1892

CONTRACT#1892

WPSS 294-A Butteville Rd.-White School 1936
Sec., Butteville Rd.-Hubbard
Secon. Hwy.

1892

R.H. Baldock
RECEIVED
JAN 13 1938
FOR FILING

294-a

BUTTE VILLE ROAD-WHITE SCHOOL SECTION

Butteville Road-Hubbard Secondary Highway   Contract #1892   Prefix 124-1012

Roy Houck, Contractor   L. D. Mars, Resident Engr.

Final Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 8,310.25				$12,862.00
Trench Excavation	1,834.35	2,600.4 C. Y.	0.705	$1.00	2,600.40
Single Class Excavation	36,934.25	267,449.9 C. Y.	0.138	0.18	48,140.98
Overhaul	3,141.74	314,174.4 Yd.Sta.	0.010	0.01	3,141.74
Truck Haul	6,668.68	78,983.5 Yd. Mi.	0.084	0.10	7,898.35
Finish Roadbed & Slopes	1,594.79	4.02 Mi.	396.71	300.00	1,206.00
Round Cutbanks	1,188.60	11,886 Lin.Ft.	0.10	0.10	1,188.60
18" Conc. Pipe	5,307.31	2,593 " "	2.047	2.00	5,186.00
*Treated Piling	3,670.60	3,670.6 " "	1.00	1.00	3,670.60
*Treated Lumber	6,056.16	75.702 M-FBM	80.00	80.00	6,056.16
*Class "D" Concrete	4,508.13	237.27 C.Y.	19.00	19.00	4,508.13
*Metal Reinforcement	2,143.70	42,873.9 Lbs.	0.05	0.05	2,143.70
*Concrete Handrail	2,572.00	643 Lin.Ft.	4.00	4.00	2,572.00
PA#1 6" Irrigation Tile	41.93	54 Lin. Ft.	0.777	0.75	40.50
PA#2 6" Perf. Steel Pipe	1,012.94	1,600 Lin. Ft.	0.633	0.70	1,120.00
" 1¼"-0 Screened Gravel	180.50	160.5 C.Y.	1.125	1.40	224.70
PA#3 Concrete Inlet boxes	47.28	2	23.64	60.00	120.00
PA #4 Screen Gravel	33.20	30 C.Y.	1.107	1.10	33.00
*PA #5 Cement Admustment	- 118.45	- -51.5 bbl.	2.30	2.30	- 118.45
*PA#6 Piling Cut off Adjustment	235.22	430.8 Lin.Ft.	0.546	0.546	235.22
*PA#7 Metal Reinforcement not used	209.74	6,053. Lbs.	0.03465	0.03465	209.74
PA #8 12" CIP Dipped	116.54	92 Lin. Ft.	1.267	1.25	115.00
Force Account	761.80				749.80
	$ 86,451.26				103,904.17

Gross Revenue	$103,904.17
Total Cost	86,451.26
Net Profit	17,452.91

Net Profit Equals   16.8% of Gross Revenue

* Subcontracted to J.F.Johnston

NOTED

E.H.Clymer
H
Jan 7,1938

Contract 1892

Details of Cost

LABOR

Supervision	$1,513.80	
Labor	22,051.40	
S.I.A.C. 3% of payroll	706.96	
Unemployment Compensation 1%-1936 2%	285.54	
Old Age Benefit 1% 1937	49.89	
		$ 24,607.59

MATERIALS

18" Concrete Pipe	2593	Lin. Ft.	at	1.65	$ 4,278.45	
6" Irrigation Tile	54	" "	"	20¢	10.80	
6" Perf. Steel Pipe	1600	" "	"	44¢	704.00	
6" Bands	79		"	52¢	41.08	
12" Corr. Iron Pipe	92	" "	"	98	89.99	
12" Bands	4			1.11	4.43	
1¼-0" Screened Gravel	190½	C.Y.		1.00	190.50	
						$ 5,319.25

MISCELLANEOUS

Equipment Rental	$23,309.00	
Gas, Oil & Greese	5,005.13	
Small Tools & Misc. Supplies	4,689.68	
Powder for Clearing	1,247.73	
Cartage - Move In & Out	1,247.04	
Overhead Expense	102.23	
Signs	50.10	
Insurance & Home Office	785.47	
Bond 1% of revenue	810.94	
		$37,247.32

Subcontracted to J. F. Johnston

Treated Piling	3670.6	Lin.Ft.	1.00	$ 3,670.60	
Treated Lumber	75.702	M-FBM	80.00	6,056.16	
Class "D" Concrete	237.27	C.Y.	19.00	4,508.13	
Metal Reinforcement	42873.9	Lbs.	.05	2,143.70	
Concrete Handrail	643	Lin. Ft.	4.00	2,572.00	
Concrete Adjustment	51.5	Bbl.	2.30	- 118.45	
Piling Cutoff Adjustment	430.8	Lin. Ft.	.546	235.22	
Metal Reinforcement not used	6053	Lbs.	.03465	209.74	
					$19,277.10

Total Cost $86,451.26

Contract 1892

REMARKS:-

This contract was awarded July 6, 1936; work was started July 13, 1936 and completed Nov. 1, 1937. Completion date was May 31, 1937, but delay in finishing R.R. Underpass on a separate contract, caused unavoidable delay on this project.

Clearing and grubbing was fairly light throughout the job - consisted of about 95 acres and was done at a cost of $8310.25 or $87.50 per acre.

Excavation material was of single classification, consisting of clay and sand and was moved by cat and carry all units, except for a channel change and a lateral trench for 18" pipe which were dug with an ½ yard gas shovel. All of the 1.6 Mi. Turnpike section at the north end of the project and a large portion of the balance of the excavation was moved by cats and carryalls in tandem, the material and grade being particularly suitable for this method of handling. A spring in roadbed at cut station 822 caused some difficulty and necessitated a price agreement for installing drainage pipe and gravel backfill. All grading work except approximately 29,000 c.y. which was east of the Southern Pacific Underpass had been completed Nov. 17,1936. This remaining yardage could not be moved until the crossing structure was finished. Labor strikes made it impossible to secure steel requirements for this structure when it was needed and construction was not finished until late in the summer of 1937. The contractor resumed grading and finishing operations on Sept. 10th, and completed all work Nov. 1, 1937.

Two treated timber trestles with concrete super structures sub-contracted to J. F. Johnston, were started Dec. 5, 1936 and almost entirely completed while contractors grading operations were shut down due to wet weather and delay at the R.R. undercrossing.

The profit earned by the contractor was made possible by a high bid on clearing and by an economical method of handling excavation. The latter operation was efficiently done with good equipment well adapted to the material to be moved.

E. H. Clymer,
Cost Analyst

By . . M. G. Smith
Ass't Cost Analyst

EHC
H
Jan 7-1938

294 a

#1892

RECEIVED
JAN 3 1938
FOR FILING

January 3, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1892 for the construction of the Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway in Marion County, has been completed by the contractor, Ray L. Houck, and that final settlement will be made by the State with said contractor for work performed under said contract on or after January 15, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $103,854.07, including the final payment. Of this amount $749.80 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 10M 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED DEC 1937 FOR FILING 294-A

IN REPLY PLEASE REFER TO FILE NO.

November 26th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

Your concurrence in an extension of time on the Butteville Road-White School Section of the West Portland-Hubbard Highway, W.P.G.S. 294-B and W.P.S.S. 294-A, Roy L. Houck, contractor, from May 31st to November 3rd, 1937.

The contractor was delayed in finishing his grading contract by the inability to finish the grading at the railroad underpass due to non-delivery of steel for the railroad structure, which non-delivery was the result of shipping strikes.

This extension is requested without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
NOV 24 1937
FOR FILING
294-a

November 24, 1937

IN REPLY PLEASE REFER TO FILE NO.
124-1012

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. E. G. Smith.

Dear Sir:

Herewith an application from Roy L. Houck with consent of surety for an extension of time on the Butteville Road-White School Section of the Tigard-Aurora Highway from May 31st to November 3rd.

The original completion date was May 31st, and the completion of all work on the contract was November 2nd. Grading work on this contract was carried on in accordance with the contract agreement except that the material south of the structure could not be moved by the specified time due to the non-completion of the railroad structure and the removal of the shoofly track to the new structure.

The delay of the structure contract was due to the late delivery of steel, caused by the strike. The structure contract was completed on October 13th, and in accordance with Item 5 on Page 20 of the special provisions, wherein it was provided that the grading contractor could not do the excavating work south of the structure site until the removal of the shoofly track onto the new structure, the grading contractor was not able to commence this work until after the completion of the railroad structure. This grading, which involved some 26,000 yards, was then completed in less than a month's time.

It is recommended that the extension be granted without penalty, since the delay was occasioned by no fault of the contractor.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

1M 8-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
NOV 26 1937
FOR FILING
294-a

November 24, 1937

IN REPLY PLEASE REFER TO FILE NO.
124-1012

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith an application from Roy L. Houck with consent of surety for an extension of time on the Butteville Road-White School Section of the Tigard-Aurora Highway from May 31st to November 3rd.

The original completion date was May 31st, and the completion of all work on the contract was November 3rd. Grading work on this contract was carried on in accordance with the contract agreement except that the material south of the structure could not be moved by the specified time due to the non-completion of the railroad structure and the removal of the shoofly track to the new structure.

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It is recommended that the extension be granted without penalty, since the delay was occasioned by no fault of the contractor.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

#1892

RECEIVED
NOV [illegible] 1937

294-a

November 22, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Ray L. Houck on Contract No. 1892, Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway in Marion County. This payment will be made on or after December 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

294a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 20, 1937., 193

Section Butteville Road - White School

Kind of work

Highway Butteville Road - Hubbard Secondary

Section prefix 124 - 1012

Contractor Roy L. Houck

Contract number 1892

Date of contract June 6, 1936., 193

Date of completion May 31, 1937., 193

Date work started June 13, 1937., 193

Estimated date of completion , 193

Amount of contract . . . . $ 104,058.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 103,924.17

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 8,500.00, 8 %

Date project was completed November 2, 1937., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The field party spent four days on this project running check levels through new standard disks which had been set on the bridges and through a new permanent monument set near the Aurora - Donald Highway crossing. Notes are being sent to Mr. Libby.

This completes all work on this project, and will be the last weekly report.

NOTED
H. W. LIBBY

NOTED
H. N. HACKETT

1937

NOTE
H. G. SMITH

Signed L. D. Mars

Address Hillsboro, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.02				
Miles partially completed					
Miles completed	4.02				
Total estimated quantities	284,000				
Estimated quantities moved or placed to date	267,442.7				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels , Power graders , Rollers , Mixers , Crushing or screening plants ,

Compressors , Bull dozers , Sheet-foot rollers , , ,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

294-a

November 9, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSS Project No. 294-A, Butteville Road-White School Section ____________, was made by a representative of this office on October 26, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Jan

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

244-6

November 5, 1937

IN REPLY PLEASE REFER TO FILE NO. 121-1812

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Replying to your letter of November 3rd regarding the culvert under the Southern Pacific railroad to care for the drainage on the Hubbard-West Portland Section near the Hubbard Junction, I wish to submit the following:

As part of the grade separation work, a culvert had to be installed under the main line of the Southern Pacific railroad just north of the new structure to properly care for the drainage collecting between the present Pacific Highway and the new grade of the Hubbard-Tigard Highway, which new grade along this portion is in a deep cut. The drainage is carried along the top of the cut and under the railroad, continuing in a ditch well back from the top of the highway slope into the creek drainage to the north. The S. P. Company has installed this culvert at the location and grade determined by the highway engineers, the cost of which work is to be recoverable as part of the work performed by the railroad in connection with the present grade separation project.

At some time in the future, the railroad proposes to construct a new line, which will parallel the present main line, across this structure at an elevation some 7 feet lower. When this is done, it will be necessary to lengthen this present culvert at a lower elevation, which work will be performed and paid for as a part of the future grade separation cost. The railroad company seems concerned about the proper outlet for this lowered culvert when and if that work is done. The present outlet is all on the highway right of way, and the future outlet will entail a deepening of the ditch for perhaps 200 feet in order to get fall.

The agreement which the railroad is asking for should provide that when the railroad company constructs its future main line

Mr. R. H. Baldock November 5, 1937

at a lower elevation, the extension of the present culvert will be made and paid for as part of that project and that the outlet of this culvert is guaranteed by the Highway Commission by a deepening of the present ditch on the State Highway property. The maintenance of the present culvert and the future culvert when built shall be an obligation of the railroad company.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED

FDE:AM
cc R. H. Baldock ✓
G. S. Paxson

10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

Coast
R/W
W. Port.-Hubbard

November 3rd, 1937

Mr. F. D. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith, letter from the Southern Pacific Company relative to a culvert and drainage ditch on the Hubbard-West Portland Section.

Will you kindly furnish the information necessary to draw up the suggested agreements.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED [illegible] 1937
PORTLAND

274-a

October 29, 1937

IN REPLY PLEASE REFER TO FILE NO.

124-1012

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. E. Bishop.

Dear Sir:

There is attached hereto a letter bearing credit and charge distribution concerning a transfer of charges which we desire to put through the regular channels.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. E. ROSS,
Office Engineer.

GER:AH
cc R. H. Baldock
I. A. De France

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

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JUL
FOR FILING
994-a

July 7, 1937

IN REPLY PLEASE REFER TO FILE NO.
124-1012

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
C. B. McCullough

Dear Sir: Attention: H. G. Smith, Construction Engineer

Herewith Price Agreements covering adjustments on the bridge work on the Butteville Road-Hubbard Section Contract #1892.

The explanation and reasons for these Price Agreements are as follows:

Price Agreement No. B-1 covers the cement adjustment as provided for in the standard specifications, paragraph number 3046.

Price Agreement No. B-2 is for the payment of the piling cutoff in excess of 3 feet as provided for in the general specifications, paragraph number 3036.

Price Agreement No. B-3 is to cover the payment for extra reinforcing steel that was ordered but not used. On drawing number 5451 which is a standard drawing for pile trestles, two 1 inch square bars and two 3/4 inch round bars are shown in the roadway curb but on the detailed plan for the Mill Creek Trestles, drawing number 5924, these bars are not shown. Mr. Kennen conferred with the Design Department as to whether or not these bars should be used and it was decided that they could be left out. However, since we had approved the original steel list, it is necessary that we purchase these bars from the contractor.

These bars will be held in stock and used on the next structure of similar type, possibly at the Whiteson Bridge.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock ✓

3M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 16 1937
FOR FILING
294-a

April 6, 1937

Mr. Roy L. Houck,
Contractor,
1585 N. 20th Street,
Salem, Oregon.

Dear Sir:

In order to permit of the backfilling at the ends of the undercrossing structure of the S. P. railway on the Butteville Road-White School Section at the earliest possible moment, you will be allowed to take all required material from the north and west side of the railroad track. This plan will eliminate the two crossings of the track and consequent extra expense and trouble to you, as well as provide us with more suitable material for the backfill at this time. It will also expedite the completion of the structure, so as to permit the railroad company to change back on their main line.

This permission granted with the understanding and agreement (1) that the backfilling work will be performed as soon as weather conditions will allow you to do the grading work, (2) that the backfilling of such material as you have stock-piled for backfilling purposes immediately adjacent to the structure will be used in accord with the special provisions of your contract at no additional expense to the State, payment having already been allowed for the excavation in original position, (3) that the backfilling of such stock-piled top soil material in close proximity to the structure as you may be permitted to use for backfilling purposes will be done at no additional expense to the State, this material also having been already paid for in original position, (4) that the remainder of the necessary fill material to complete the backfill will be taken from the top of the cut north and west of the undercrossing in the manner and shape as ordered by the engineer, and shall be paid for at your bid prices for excavation in place and overhaul, (5) that the foundation excavation material deposited in the cut roadbed by the structure contractor in the approximate amount of 793 yards will be loaded and hauled into embankment to the north and will be paid for at your bid prices for excavation and truck haul.

NOTED
State Highway Engineer

Mr. Roy L. Houck April 6, 1937.

You will please signify your agreement to this arrangement by signing the statement below.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
G. S. Paxson
L. D. Mars
O. R. Kennon
F. D. Eason

I hereby acknowledge my agreement and acceptance to the above outlined arrangement and settlement.

____

RECEIVED
DEC 30 1936
FOR FILING
294-a

December 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of December 15, 1936, enclosing copies of Price Agreement No. 3 for work on Oregon WPGS 294-A, the Butteville Road-White School section. A copy stamped with the approval of this office is herewith returned for your files.

Very truly yours,

W. E. LYNCH
District Engineer

Encl.

Tron

RECEIVED
DEC 24 1936
FOR FILING

294-a

December 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of December 22nd, concerning Price Agreement No. 3, in connection with Project WPGS 294-A, this will advise that the reference to the inlet box which refers to its size as 4' x 8' x 6' is in error and should read 4' x 4' x 6'.

The inlet boxes called for by this agreement are two in number, each to be 4' x 4' x 6' in size.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1936

RECEIVED
DEC 23 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of December 15th enclosing copies of Price Agreement No. 3 on Oregon WPSS 294-A, Butteville Road-White School section.

It is noted this agreement calls for two concrete inlet boxes and under "Specifications, basis of measurement and other provisions", it is stated that each inlet box is to be 4'x4'x6', while farther on, the inside diameter is 4'x8'x6'.

4'x4'x6' ——

Please advise if this is one double box, or if the inside dimension is wrong.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

December 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of December 19th enclosing copies of Price Agreement No. 3 on Oregon WPGS 294-A, Butteville Road-White School section.

It is noted this agreement calls for two concrete inlet boxes and under "Specifications, basis of measurement and other provisions", it is stated that each inlet box is to be 4'x4'x6', while further on, the inside diameter is 4'x8'x6'.

Please advise if this is one double box, or if the inside dimension is wrong.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 30 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

NOV 21 1936

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSS 294-A
Butteville Rd.-White School Sec.,
Butteville Road-Hubbard Hwy.

294-A

November 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Ore.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Tron

ER-A4pr- 5380

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 1st day of October, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress).

Whereas the Highway Department of said State submitted on the 2nd day of June, 1936, a project statement, which was approved by the Secretary on the 23rd day of June, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of June, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-nine thousand, two hundred seventy-four and no/100 dollars ($89,274.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station [illegible], at the Clackamas-Marion County line on the north line of NE 1/4, Sec. 2, T. 4 S., R. 1 W., and survey station [illegible]+00, in the SW 1/4, Sec. 23, T. 4 S., R. 1 W., W.M., at the northerly end of Section B of said project

, length [illegible] miles, in Marion County, being Section A of Oregon U.S. Wks. Prog. Hwy. project No. [illegible], consisting of 3.533 miles of roadway and 2 bridges, each of more than 20 feet clear span, [illegible] of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighty-nine thousand, two hundred seventy-four and no/100 dollars ($89,274.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ....

~~dollars ($~~ [illegible]), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927, Chap. 248, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighty-nine thousand, two hundred seventy-four and no/100 dollars ($89,274.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ xxx

~~dollars ($~~ As ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927, Chap. 242, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of Nov, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

8—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the ~~records of this Department~~ U. S. Wks. Prog. Hwy. as/Project No. WPGS-[illegible]-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 89,274.00 as the total estimated cost of said project, and the sum of $ 89,274.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 10th day of Nov. one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

P.BB

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4230

RH Baldock

294A

COST ANALYSIS TO NOV. 15th, 1956

Butteville Road-Hubbard Secondary Highway, Butteville Road-White School Sec.
Contract 1892, Prefix 124-1012
Roy Houck, Contractor
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing and Grubbing	$ 8,068.25	All			$ 12,862.00
Trench Excavation	358.23	570.5 cu. yds.	0.63	1.00	570.50
Single Class Excavation	26,953.34	210,700 cu. yds.	0.134	0.18	37,926.00
Overhaul	1,950.00	195,000 yd. sta.	0.01	0.01	1,950.00
Truck Haul	3,100.00	31,000 yd. mi.	0.10	0.10	3,100.00
Rounding Cutbanks	300.00	2,500 lin. ft.	0.12	0.10	250.00
18" Concrete Pipe	4,523.98	2,099 lin. ft.	2.16	2.00	4,198.00
Force Account	347.13				347.13
	$ 45,600.93				$ 61,203.63

Gross Earned	$ 61,203.63
Total Cost	45,600.93
Net Profit	$ 15,602.70

Net Profit Equals 25.5% of Gross Earned

NOTED
State Highway Engineer

Contract 1892, Prefix 124-1012

Details of Cost

Labor:			
Supervision		942.68	
Labor		16,500.49	
State Industrial Accident Insurance		523.29	
Unemployment Insurance		174.44	
			$ 18,140.90
Materials:			
18" Concrete Pipe	2099 lin. ft. at 1.65		3,463.35
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		15,375.00	
Gas, Oil and Grease		2,922.59	
Small Tools and Misc. Supplies		1,779.33	
Powder for Clearing		1,247.73	
Cartage - Move in and out		1,046.58	
Cable		608.50	
Miscellaneous Expense		57.78	
Bond		612.04	
			23,649.55
	TOTAL COST		$ 45,253.80

Contract 1892, Prefix 124-1012

REMARKS:

Work on this project started July 12, 1936 and to Nov. 18, 1936, 58% of the contract had been completed.

Clearing and grubbing was fairly light throughout and has now been completed.

Grade excavation has been accomplished with cat and carryall tandem units. Excavation material has been quite suitable for this method of handling. Excavation for 18" pipe running crosswise of centerline and extending for a distance of 1500 feet was done with a ½ yd. shovel. Excavation of a channel change which proved too difficult for cats and scrapers was also done with the shovel supported on mats.

A price agreement is now being arranged to install 6" pipe in the ditch line of a cut to drain springs exposed by grading operation. This will complete the grading work on this project until two pile trestle bridges, to be built by a sub-contractor, and the S.P. Undercrossing, being constructed on a separate contract, have been finished. At the present date, no work has been done on the bridges, but the sub-contractor is expected to start work on them about Dec. 1st. It is expected that work on the undercrossing will be finished in January 1937.

The profit accruing to the contractor at this date has been due to a fovorable bid on clearing which was quite light and to good progress made on excavation, efficiently done with equipment well adapted to the material to be moved.

E. H. Clymer
Cost Analyst

By . . M. G. Smith
Ass't Cost Analyst

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

X

RECEIVED
NOV 25 1936
FOR FILING

294-a

October 31, 1936.

IN REPLY PLEASE REFER TO FILE NO.
124-1012

Mr. Roy L. Houck,
General Highway Construction,
Route 4, Box 146-A,
Salem, Oregon.

Dear Sir:

There is attached hereto one copy of your proposed subcontract with J. F. Johnston for the construction of all pile trestle bridges on the Butteville Road-White School Section, Contract No. 1892. This agreement has been approved, and this letter is your authority to commence work under its provisions immediately.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AH
cc R. H. Baldock
S. H. Probert
H. G. Smith
L. D. Mars

RECEIVED

R H BALDOCK

COST ANALYSIS TO OCTOBER 15, 1936

Butteville Road-Hubbard Secondary Hwy., Butteville Road-White School Section
Contract 1892, Prefix 124-1012

294-a

Roy L. Houck, Contractor
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 8,176.04	98%			$ 12,604.76
Trench Excavation	148.00	185 Cu. Yd.	0.80	1.00	185.00
Excavation, Single Class	19,842.32	130,700 Cu. Yd.	0.152	0.18	23,526.00
Overhaul	1,160.00	116,000 Yd. Sta.	0.01	0.01	1,160.00
Truck Haul	2,400.00	24,000 Yd. Mi.	0.10	0.10	2,400.00
Rounding Cutbanks	144.00	1,440 Lin. Ft.	0.10	0.10	144.00
18" Concrete Pipe	1,324.98	604 Lin. Ft.	2.19	2.00	1,208.00
Force Account	14.16				14.16
	$ 33,209.50				$ 41,241.92

Gross Earned	$ 41,241.92
Total Cost	33,209.50
Net Profit	8,032.42

Net Profit Equals 19% of Gross Earned

Contract 1892, Prefix 124-1012

Details of Cost

Labor:			
Supervision		$ 489.69	
Labor		13,916.03	
State Industrial Accident Insurance		432.17	
Unemployment Insurance		144.07	
			$ 14,981.96
Materials:			
18" Concrete Pipe	604 Lin. Ft. at 1.65		996.60
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		11,917.00	
Gas, Oil and Grease		2,139.04	
Small Tools and Misc. Supplies		926.97	
Powder for Clearing		1,005.10	
Cartage - Moving In		150.00	
Cable		608.30	
Miscellaneous Expense		46.08	
Bond		412.28	
			17,204.77
	Total Cost		$ 33,183.33

Contract 1892, Prefix 124-1012

REMARKS:

Operations on this project started on July 12, 1936, and to Oct. 15, 1936, 45% of the contract had been completed.

Clearing and grubbing which has been fairly light throughout the project has been 98% completed.

Excavation has been accomplished with cat and carryall tandem units. The excavation material was quite suitable for this method of handling. The slopes on two and a quarter miles of turnpike section were made by a cat drawn carryall with the body lifted on one side to fit the required degree of slope. A light motor patrol will be used to finish these slopes and a minimum of hand labor to finish ditches. An attempt to make a channel change with cat and carryall had to be abandoned, and a shovel will be brought in to complete this work. The shovel will also be used to construct 1500 ft. of drain to run crosswise of centerline. Another channel change proved difficult to handle with carryall unit, and after partially done by this means was finally completed by blasting. Nearly all the excavation has been completed except those portions which have been delayed for grade separations. These consist of two pile trestle bridges on which a sub-contractor will start work about the middle of November, and the S.P. Undercrossing, being built on a separate contract, which is expected to be completed in January 1937. The contractor expects to suspend work temporarily on this project while he completes another job and will resume operations early in November.

E. H. Clymer
Cost Analyst

By . . . . M. G. Smith

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 481 Ore. WPSS 294-A

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 24, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 25 1936
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Tom

R H BALDOCK

294-a

CO[illegible] AN[illegible]SIS TO SEPTEMBER 15, 1936 Sept. 25, 1936

Butteville Rd.-Hubbard Secondary Hwy., Butteville Rd.-White School Sec.
Contract 1892, Prefix 124-1012

Roy L. Houck, Contractor
L. D. Mars, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 5,779.28	80%			$ 10,289.60
Trench Excavation	77.00	110 Cu. Yd.	0.70	1.00	110.00
Excavation, Single Class	10,197.00	81,700 Cu. Yd.	0.125	0.18	14,706.00
Overhaul	600.00	60,000 Yd. St.	0.01	0.01	600.00
Truck Haul	900.00	10,000 Yd. Mi.	0.09	0.10	1,000.00
18" Concrete Pipe	264.50	130 L.F.	2.04	2.00	260.00
	$ 17,817.78				$ 26,965.60

Gross Earned	$ 26,965.60
Total Cost	17,817.78
Net Profit	$ 9,147.82

Net Profit Equals 34% of Gross Earned

NOTED
State Highway Engineer

Contract 1892, Prefix 124-1012

DETAILS OF COST

Labor:			
Supervision		$ 470.23	
Labor		8,021.60	
State Industrial Accident Insurance		254.75	
Unemployment Insurance		84.92	
			$ 8,831.50
Materials:			
18" Concrete Pipe	130 Lin. Ft. at 1.65		214.50
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		5,952.00	
Gas, Oil and Grease		1,111.93	
Small Tools and Misc. Supplies		478.49	
Powder for Clearing		300.00	
Freight		110.00	
Cable		322.47	
Miscellaneous Expense		77.23	
Move In		150.00	
Bond		269.66	
			8,771.78
	TOTAL COST		$ 17,817.78

Contract 1892, Prefix 124-1012

REMARKS:

Work on this project was started July 12, 1936 and up to Sept. 15, 26% of the contract had been completed.

With exception of the extreme south end of the project, the clearing has been fairly light. A cat and bulldozer has been used to pile the material to be burned and for grubbing.

The excavation to date has been done with cat and carryall tandem units. The unit cost shown will in all probability be reduced as the job progresses. Quite a bit of the unfinished excavation consists of the turnpike section at the north end of the contract, and for this work the contractor will bring in some other type of equipment.

No work has been done on the two pile trestle bridges to be constructed on this contract. Before the contractor can complete the project, the S.P. undercrossing which is being built on a separate contract, will have to be finished, which is expected to be some time in December 1936 or January 1937.

E. H. Clymer
Cost Analyst

By..Henry Jullum
Ass't Cost Analyst

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 10, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

294 A B ✓

✓

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

We are submitting herewith a request based on Works Program General Memorandum No. 25, requesting that the hours for Caterpillar Diesel and Tandem LeTourneau operators be changed from 130 hours per month to 40 hours per week, on contract WPGS 294 A and WPGS 294 B, State Contract #1892.

The operators of this equipment are classified by us as skilled men and are being paid as such by the contractor.

Referring to Bulletin No. 25 there is because of the present 130 hour limitation a curtailment of operation on the grade crossing project contained within the limits of this project, also that culvert and sloping crews will be thrown out of work if these skilled men are not permitted more hours of employment.

Supporting this request, we are attaching hereto a statement from the United States Employment Service to the contractor stating that this agency is unable to furnish the skilled men required to keep this job in operation, also a sworn statement from the contractor setting forth his inability to obtain men from other sources, together with the prescribed form filled out by this highway department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

S. H. Probert,
Office Engineer.

Dictated by
Ray Webber,
H.

CC to
R.H. Baldock ✓
H. G. Smith
F. D. Eason
Ray Webber

294-a

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Butteville Road-White School Section, Project No. WPGS 294-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSS 294-A

BUTTEVILLE ROAD-[illegible] SCHOOL SECTION OF THE BUTTEVILLE ROAD-HUBBARD HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 21, 1936

Roadwork (Sta. 694+35.8 to 834+00)

All Required		Clearing and Grubbing		$ 11,259.80
550	cu. yds.	Trench Excavation	$ 1.00	550.00
170,000	cu. yds.	Excavation, Single Classif.	0.18	30,600.00
350,000	yd. sta.	Overhaul	0.01	3,500.00
84,000	yd. mi.	Truck Haul	0.10	8,400.00
3.57	miles	Finishing Roadbed and Slopes	300.00	1,071.00
6,800	lin. ft.	Rounding Cutbanks	0.10	680.00
1,300	lin. ft.	12" Porous Drain Tile	1.00	1,300.00
1,700	lin. ft.	18" Concrete Pipe	2.00	3,400.00
		Subtotal		$ 60,778.80
		10% Engr. & Cont.		6,077.88
		Total		$ 66,856.68

Bridge (Sta. 837)

2,800	lin. ft.	Treated Piling	$ 1.00	$ 2,800.00
52	M-FBM	Treated Lumber	80.00	4,160.00
160	cu. yds.	Class "D" Concrete	19.00	3,040.00
35,000	lbs.	Metal Reinforcement	0.05	1,750.00
425	lin. ft.	Concrete Handrail	4.00	1,700.00
				$ 13,450.00

Bridge (Sta. 880)

1,200	lin. ft.	Treated Piling	$ 1.00	$ 1,200.00
26	M-FBM	Treated Lumber	80.00	2,080.00
90	cu. yds.	Class "D" Concrete	19.00	1,710.00
20,000	lbs.	Metal Reinforcement	0.05	1,000.00
235	lin. ft.	Concrete Handrail	4.00	940.00
				$ 6,930.00
		Subtotal		$ 20,380.00
		10% Engr. & Cont.		2,038.00
		Total		$ 22,418.00

Length of Roadwork 3.533 miles
" " 2 Bridges .058 "
Total Length 3.591 "
Cost per mile, Roadwork $ 23,956.83

WPCS Funds Requested:

Roadwork - - - - - - - - - - - - - - - - - - - $ 66,856.60
Bridges - 22,418.00

$ 89,274.60

Dear Sir:

We are enclosing [illegible] the Southern Pacific Company, relating to the work to be performed [illegible] Roadwork [illegible] Bridges [illegible] Section of the [illegible] Secondary Highway.

Estimated Labor Required	48,000 man-hours	7,800 man-hours
Cost of Labor	$ 52,000	$ 6,000
Cost of Materials	$ 2,500	$10,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 51, laws 1920, Chap. 248, laws 1931
State Funds for Mainte: Chap. 41, laws 1927; Chap. 248, laws 1931

294-a

August 26, 1936

Mr. Roy L. Houck
Route 4, Box 146 A
Salem, Oregon

Dear Sir:

We are enclosing herewith your copy of your agreement with the Southern Pacific Company, relating to the work to be performed under your contract for the grading of the Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway.

This agreement was sent to us for forwarding to you for the reason that the railway company did not have your Salem address.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

294-a

August 20, 1936

Great American Indemnity Company
Harvey Wells Insurance Company, Agents
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 1892 awarded to Roy L. [illegible] on July 6, 1936, for grading of the Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway in Marion County.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

294 A & B (00)

R. B. WHITE, PRESIDENT · NEWCOMB CARLTON, CHAIRMAN OF THE BOARD · J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRL117 22 GOVT=PORTLAND ORG 6 357P 1936 JUL 6 PM 4 05

R H BALDOCK=
STATE HIGHWAY ENGINEER

RETEL SIXTH WE CONCUR AWARD TO LOW BIDDER R L HOUCK WPSS TWO NINETY FOUR A AND WPGS TWO NINETY FOUR B=

LYNCH.

July 6, 1936
Phoned Houck 4:50 PM at 9744, talked to him personally, notified him of award. Letter confirming notice of award mailed 7/6/36. HSS

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RHB:MC Secretary

(P. S. - This letter confirms our telephone conversation of this date)

U1

July 6, 1936

Mr. Roy L. Houck,
Route 4, Box 46A,
Salem, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission today awarded you the contract for the construction of the Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway, in Marion County, consisting of 4.08 miles grading and the construction of two treated timber pile trestles with concrete superstructures. This award was based on your bid of $104,058.00 which was submitted to the Commission on June 26, 1936. Contract forms will be sent to you shortly for execution.

Very truly yours,

HBG:MC Secretary

(P. S. - This letter confirms our telephone conversation of this date)

M

RECEIVED
DEC 4 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

294

June 25, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on June 23, 1936 approved the project statement for Oregon U. S. Works Program Project WPS 294, involving the improvement of 4.1 miles of the Hubbard-Tigard Road between a connection with Federal Aid Route No. 3, 1.5 miles north of Hubbard and a connection with the Butteville Road at the Marion County-Clackamas County line, in Marion County.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jon

294-a+B

June 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed ten copies of special provision pages 21, 22 and 23 for the Butteville Road-White School Section, Projects Nos. WPSS 294-A and WPGS 294-B.

Page 21 has been revised as indicated on the marked copy, but no changes have been made on pages 22 and 23, except a rearrangement of the specifications due to the added length of the revised specifications on page 21.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

294-a

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Works Program project No. WPSS 294-A, the Butteville Road-White School Section of the Butteville Road-Hubbard Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

294-a

June 6, 1936

Mr. C. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Butteville Road-White School Section, Project No. WPGS 294-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 294-A

[illegible] ROAD-[illegible] SCHOOL SECTION OF THE [illegible] ROAD-[illegible] HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 6, 1936

Roadwork (Sta. 694+35.8 to 834+00)

All Required		Clearing and Grubbing		$ 9,700.00
550	cu. yds.	Trench Excavation	$ 1.00	550.00
170,000	cu. yds.	Excavation, Single Classif.	0.23	39,100.00
350,000	yd. sta.	Overhaul	0.02	7,000.00
84,000	yd. mi.	Truck Haul	0.15	12,600.00
3.53	miles	Finishing Roadbed & Slopes	500.00	1,765.00
6,800	lin. ft.	Rounding Cutbanks	0.10	680.00
1,300	lin. ft.	12" Porous Drain Tile	1.00	1,300.00
1,700	lin. ft.	18" Concrete Pipe	2.50	4,250.00
			Subtotal	$ 76,945.00
			10% Engr. & Cont.	7,694.50
			Total	$ 84,639.50

Bridge (Sta. 837)

2,800	lin. ft.	Treated Piling	$ 1.00	$ 2,800.00
52	M-FBM	Treated Lumber	90.00	4,680.00
160	cu. yds.	Class "D" Concrete	21.00	3,360.00
35,000	lbs.	Metal Reinforcement	0.05	1,750.00
425	lin. ft.	Concrete Handrail	3.00	1,275.00
				$ 13,865.00

Bridge (Sta. 880)

1,200	lin. ft.	Treated Piling	$ 1.00	$ 1,200.00
26	M-FBM	Treated Lumber	90.00	2,340.00
90	cu. yds.	Class "D" Concrete	21.00	1,890.00
20,000	lbs	Metal Reinforcement	0.05	1,000.00
235	lin. ft.	Concrete Handrail	3.00	705.00
				$ 7,135.00

Subtotal	$ 21,000.00
10% Engr. & Cont.	2,100.00
Total	$ 23,100.00

Length of Roadwork	3.533 miles
" " 2 Bridges	.058 "
Total Length	3.591 "
Cost per mile, Roadwork	$ 23,956.83

WPA Funds Requested:

Roadwork- -	$ 84,639.50
Bridges -	23,100.00
	$107,739.50

	Roadwork	Bridges
Estimated Labor Required	48,000 man-hours	7,800 man-hours
Cost of Labor	$ 31,000	$ 6,000
Cost of Materials	$ 2,500	$10,000

294

June 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Butteville Road-White School Section, Project No. WPH-294.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HE

Encl.

STATE Oregon

PROJECT NO. WPS 294
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 3, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Butteville Road-White School Section, Butteville Road-Hubbard Highway.

2. Between the Clackamas County Line at north line of N.E. ¼ Sec. 2, T. 4 S., R. 1 W. and connection with Fed. Route No. 3 in N.W. ¼ Sec. 26, T. 4 S., R. 1 W.

3. Between intermediate control points if used: ______ and ______

County of Marion

4. Length in miles (gross) 4.1 (net) 4.1

5. Preliminary estimate of cost: Total, $ 223,000; section of road to be first improved, $ 223,000, of which $ 103,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

______ (Source; refer to statute.)

(b) County ______ (Amount.) (Source; refer to statute.)

______

6—8072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 41, Laws 1927; Chap. 248, Laws 1933 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

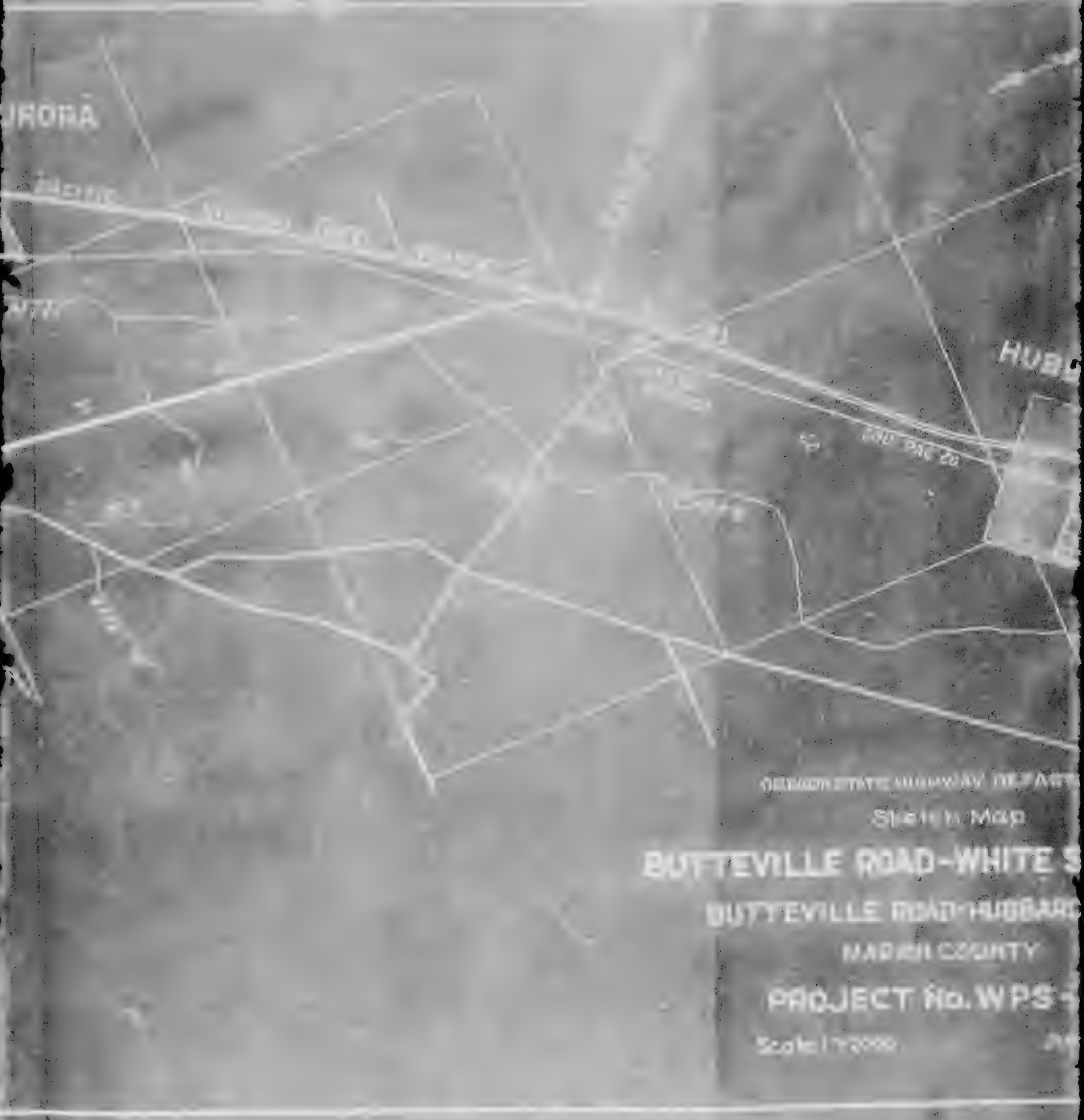
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

AURORA



OREGON STATE HIGHWAY DEPART

Sketch Map

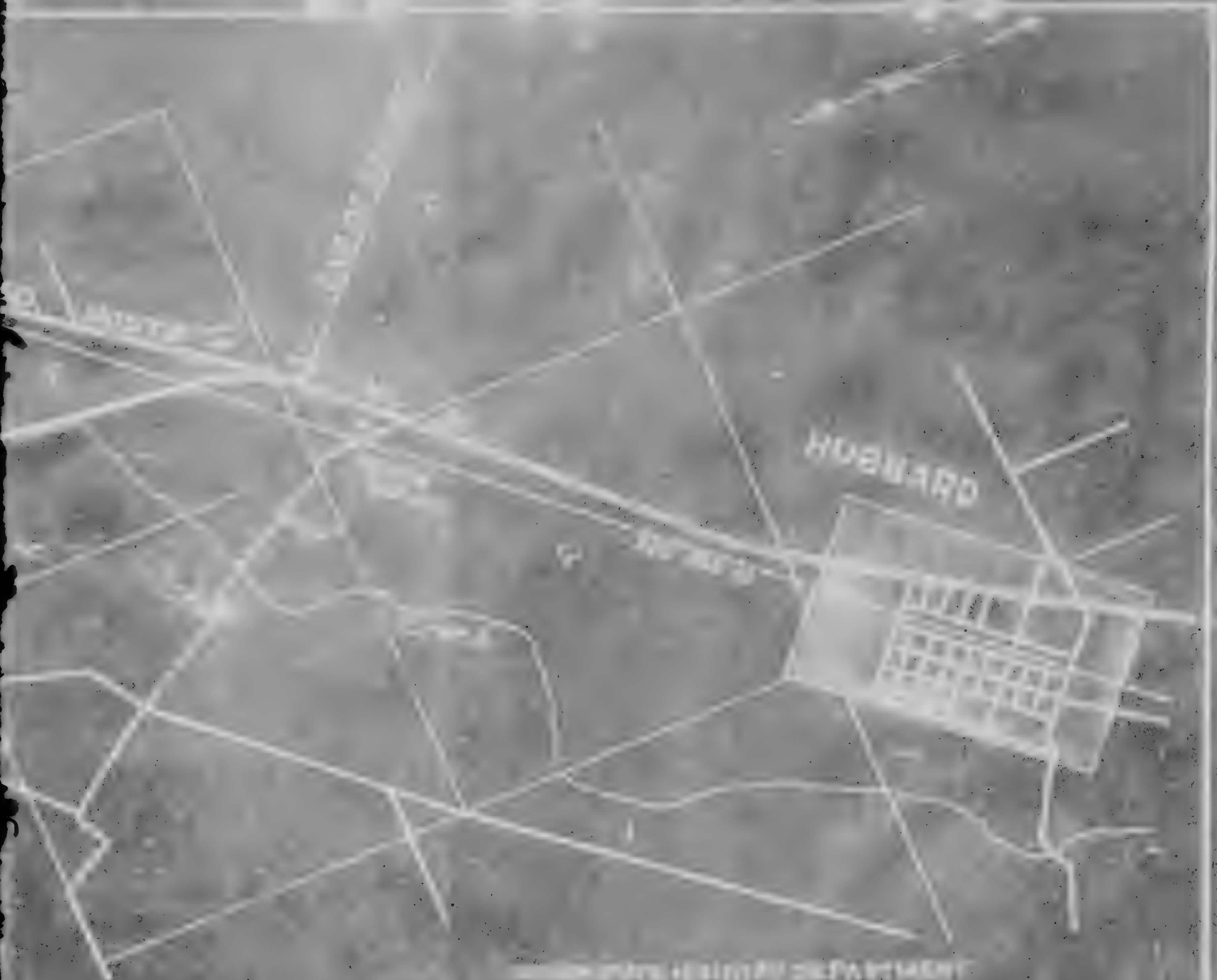
BUTTEVILLE ROAD-WHITE S

BUTTEVILLE ROAD-HUBBARD

MARION COUNTY

PROJECT No. WPS

Scale 1"=2000



[illegible] STATE HIGHWAY DEPARTMENT

Sketch Map

BUTTEVILLE ROAD-WHITE SCHOOL SEC.

BUTTEVILLE ROAD-HUBBARD HIGHWAY

MARION COUNTY

PROJECT No. W.P.S - 294

Scale 1"=1000'   June, 1936

CONTRACT# [redacted] 1893

136-1003 Dayton-Foster Ranch Section
Salem-Dayton Secondary 1936

1893

#1893

RECEIVED
SEP 9 1937
FOR FILING
136-7003

September 8, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Horner.

Gentlemen:

Reference is made to your letter of September 7th concerning the Chas. E. Leonard Contract No. 1893, Dayton-Foker Ranch Section in Yamhill County.

You are advised that this contract was completed September 30, 1936 and was accepted December 17, 1936. The total amount paid the contractor was $24,[illegible].

Very truly yours,

Secretary.

Dist. by J. McFarland.

#1145

RECEIVED
SEP 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

September 7, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Charles H. Leonard
Contract No. 1893

Our records are not complete on the above indicated job, and therefore, we are requesting completion and acceptance dates of this work.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

RER:RS

FRANK J. THURNER
Division Credit Manager

#1803

1893

RECEIVED
JAN 4 1937
FOR FILING
136-1003

January 4, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1893 for the construction of the Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County, has been completed by the contractor, Chas. H. Leonard, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $24,385.90, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-36

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1936

Section Dayton-Foster Ranch

Kind of work Grading & Surfacing

Highway Salem-Dayton Secondary

Section prefix 136-1003

Contractor Chas. H. Leonard

Contract number 1893

Date of contract July 7, 1936

Date of completion November 30, 1936

Date work started July 13, 1936

Estimated date of completion Sept. 30, 1936

Amount of contract $24,728.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $24,728.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $1135.55, 77 %

Date project was completed September 30, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the construction Map on this Project Sent it to Salem.

NOTED
H. W. LIBBY

RECEIVED
DEC 21 1936
DIVISION ENGINEER

DEC 21 1936

NOTED
H. G. SMITH

Signed H C Broadwell

Address Newberg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.42	1.42			
Miles partially completed					
Miles completed	1.42	1.42			
Total estimated quantities					
Estimated quantities moved or placed to date	16000	11700			
Average daily quantities	13730.2	11126			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Rain		
Friday	Cloudy		
Saturday	Foggy		

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 18 1936
F [illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

136-1003

December 16, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Breadsell,
Resident Engineer,
Newberg, Ore.

Dear Sir:

It is noted that constructed line map was not submitted in accordance with Circular Letter #108, on the Dayton Foster Ranch Section of the Salem-Dayton Secondary Highway.

If you have use for the detail location map and cannot send it in at this time or if the Dayton-Foster Ranch cannot be conveniently cut off, the constructed line map may be submitted at a later date. However, we suggest that if any changes were made during construction that they be placed on the map at this time in order that some detail might not be overlooked.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock
E. A. Skelley
F. D. Eason

NOTED
State Highway Engineer

136-1003

#1893

x

[illegible]

September 5, 1938

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of September 2nd you are advised that the number of the Charles H. Leonard contract for the construction of the Dayton-Foster Ranch Section in Yamhill County is 1893.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

September 2, 1936

RECEIVED
SEP 3 1936
OREGON
STATE HIGHWAY COMMISSION

OregonState Highway Commission,
Salem, Oregon.

Gentlemen:

RE: CHAS. H. LEONARD
Albany, Oregon

In response to our letter of July 31st, inquiring with reference to a contract awarded to the subject as follows,--"Davies-Banks Section of the Nehalem Secondary Highway in Washington County, 1.41 miles of grading and surfacing", you gave the contract number as 1894.

Mr. Leonard's bookkeeper has informed us that the contract in question carries the number 1893 and in this connection we will appreciate your advice in order that we may adjust our records if necessary.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B

#1893

136-1003

August 21, 1936.

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed of each of the following contracts:

Contract No. 1893 - Construction of Dayton-Foster Ranch Section of Salem-Dayton Secondary Highway, in Yamhill County. Awarded to Chas. H. Leonard on July 7, 1936. 136-1003

Contract No. 1894 - Construction of Davies-Banks Section of Nehalem Secondary Highway, in Washington County. Awarded to Chas. H. Leonard on July 15, 1936. 134-1011

Contract No. 1895 - Construction of Grub College-Amity Section of Amity-Dayton Secondary, in Yamhill County. Awarded to Chas H. Leonard on July 15, 1936. 136-1004

Contract No. 1900, for the construction of an undercrossing under Southern Pacific Tracks, on the Butteville Road-Hubbard Highway, in Marion County. Awarded to Averill & Corbin on July 25, 1936. 294-13

These copies are for your records and files, inasmuch as you are the surety on the bonds furnished by the contractors for these jobs.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

136-1003

August 21, 1936

Mr. Chas. H. Leonard
1140 West 12th Street
Albany, Oregon

Dear Sir:

We are sending you today by express one fully executed copy of each of the following contracts:

Contract No. 1893 for the construction of the Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County, awarded you on July 7, 1936; 136-1003

Contract No. 1894 for the construction of the Davies-Banks Section of the Nehalem Secondary Highway, in Washington County; awarded you on July 15, 1936; 134-1011

Contract No. 1895 for the construction of the Grub College-Amity Section of the Amity-Dayton Secondary Highway, in Yamhill County, awarded you on July 15, 1936. 136-1004

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM 2-K-1 1900 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

136-1003

July 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

This is to advise you that from a right of way standpoint the Dayton-Foster Ranch contract may be awarded.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

JWD:AW

Mr Baldock
This contract was awarded on July 7th
HBG

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

136-1003

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON JULY 7 1936

FILE

CHARLES H LEONARD
HIGHWAY CONTRACTOR
ALBANY OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION DAYTON FOSTER RANCH PROJECT ON SALEM DAYTON SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED JUNE 26 STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

M

July 7, 1936

Mr. Charles H. Leonard
Highway Contractor
Albany, Oregon

Dear Sir:

Confirming our telegram of this date, we have today awarded you contract for the construction of the Dayton-Foster Ranch project on the Salem-Dayton Secondary Highway, in Yamhill County.

Contract forms will be sent you shortly.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

136-1003

Charles H. Leonard, ~~Cont~~
Hghy Contractor
Albany Oregon

The State Highy Commissn today awarded you contract for construction Dayton Foster Ranch project on Salem Dayton secondary Highway based on your low bid submitted June 26th stop contract forms follow shortly -

H B Glaisyer Secretary

Western Union
~~[illegible]~~

CONTRACT# [redacted] 1894

134-1011 Davies-Banks Section
Nehalem Secondary 1936

1394

RECEIVED
MAR 17 1937
FOR FILING

134-1011

March 17, 1937

Great American Indemnity Company
241 Sansome Street
San Francisco, Calif.

Attention: Wm. C. Price

Gentlemen:

Reference is made to your letter of March 9 concerning the Chas. H. Leonard contract No. 1894, Davies-Banks Section on the Nehalem Secondary Highway in Washington County.

You are advised that this contract was completed on December 7, 1936, and was accepted by the State Highway Commission on February 19, 1937.

The total amount earned under the contract was $48,934.28. Of this amount $118.06 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CH

#1894

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0366

RECEIVED
MAR 10 1937
STATE HIGHWAY COMMISSION

March 9, 1937

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond-110016 -Chas. H. Leonard -
Contract for the 1.41 miles grading
and surfacing Davies-Banks Sec.
Nehalem Sec. Highway, Washington
County, Oregon

Sometime ago you advised us of the completion and acceptance of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final total contract price, and if same has been accepted.

If you can now furnish us with this information it will be sincerely appreciated.

Yours very truly,

BONDING DEPARTMENT

Wm. C. Price
Wm. C. Price

WCP/gh

#1894

RECEIVED
FEB 1 1937
FOR FILING
134-1011

January 30, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1894, for the construction of the Davies-Banks Section of the Nehalem Secondary Highway in Washington County has been completed by the Contractor, Chas. E. Leonard, and that final settlement will be made by the State with said contractor for work done under this contract, on or after February 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $48,934.28, including the final payment. Of this amount $118.06 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
JAN 15 1937
FOR FILING

134-1011

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

January 12, 1937

Mr. E. A. Collier,
Division Engineer,
7729 S. E. 15th Ave.,
Portland, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Chas. H. Leonard requesting an extension of time on his Contract No. 1884 - Davies-Banks Section in Washington County.

Please advise of your recommendations.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict/ by J. McFarland

FORM 2-A-1 5M 7-35

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1937
FOR FILING

134-1011

RECEIVED
JAN 15 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
January 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Chas. H. Leonard has applied for an extension of time on his contract, No. 1894, Davies-Banks Section. The completion date specified was November 30, 1936 and the job was completed and accepted on December 7, 1936. The surety company has consented to the extension of seven days.

Bids were opened for this project on June 26th and the contract awarded on July 15th. Mr. Leonard gives delay in the delivery of materials for the project as his reason and there were two small combination type bridges on this job. The reason given for delay by the contractor is substantially correct. Traffic was not inconvenienced by reason of the contractor's failure to complete on the specified date, nor was engineering expense increased.

I recommend that the extension be granted without penalty.

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

FAC:DP
CC R. H. Baldock

RECEIVED
JAN 7 1937
FOR FILING

134-1011

* #1894

January 7, 1937

Mr. Chas. H. Leonard,
1140 W. 12th St.,
Albany, Oregon.

Dear Sir:

You are advised that the time limit on your contract No. 1894, Davies-Banks Section in Washington County, expired on November 30, 1936.

According to our records this contract was not completed until December 7, 1936. Will you please make application for an extension of time to this date so that it will not be necessary to hold up the payment of your final estimate. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to F. B. Mason.

FORM 9-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Jan. 5, 1937

RECEIVED
JAN 6 1937
FOR FILING
134-1011

RECEIVED
JAN 6 1937
IN REPLY REFER TO
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached hereto find Order for State Force Work to cover the improvement of the two corners in Forest Grove on the Nehalem Secondary Highway. The Commission ordered the improvement of this highway in connection with the Hillsboro-Forest Grove resurfacing, but I asked Mr. Baldock for permission to omit these two small jobs when I brought in plans for the contract and he agreed that since there were no items for concrete curb, concrete sidewalk, or oil on the Hillsboro-Forest Grove contract, that it would be all right to handle these two corners with state forces.

I have made this Order for State Force Work on the Davies-Banks contract, recently completed, which is on the same secondary highway but not immediately adjacent to these two corners. If this is not satisfactory, the Order could be changed to some other contract.

We have an Extra Gang bridge crew who can, during the next few months, put in the curb and sidewalk and a little later our Maintenance crew can do the grading and place the oil mat.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

RECEIVED
DEC 28 1936
FOR FILING

#1894

134-1011

December 24, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. H. Leonard on Contract No. 1894 for the construction of the Davies-Banks Section of the Nehalem Secondary Highway in Washington County. This payment will be made on or after January 2nd, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

134-1011

Dec. 23, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Carl H. Smith

NOTED
State Highway Engineer

Dear Sir:

In compliance with your letter of December 21st, we are returning herewith the original and duplicate copies of properly approved Force Account Payroll submitted in connection with Estimate 4-SF, Contract No. 1894.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Encl.

RECEIVED
DEC 24 1936
[illegible]
STATE HIGHWAY COMMISSION

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Dec. 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

134-1011

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. G. Smith

Dear Sir:

On the Davies-Banks contract, No. 1894, completed on December 7, 1936, by Contractor Chas. H. Leonard, there occurred over-runs and under-runs exceeding 10%, as follows:

1. An over-run in trench excavation was caused by the necessity of extending the length of one culvert.
2. An under-run in excavation was caused by the material from the borrow pits shrinking only 8%, instead of the 16% anticipated, and none of the 10% allowance for over-runs and slides was required.
3. The under-run in truck-haul was caused by the under-run in excavation.
4. An over-run in 36" corrugated iron culvert pipe was caused by this item being underestimated, as it was necessary to extend the length of one of the culverts.
5. An under-run in treated piling occurred because this item was overestimated in the preliminary estimate.
6. No filler, or hauling filler, were required because the gravel material furnished contained sufficient amount to make it set up.
7. No sprinkling was required because the material was wet and the weather cool and rains occurred before completion of the job.

The total authorization was $58,016.20 and the semi-final estimate submitted herewith totalled $51,682.14.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

Form 338—5M

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 1936

Section Davies - Banks

Kind of work Grading & Surfacing

Highway Nehalem Secondary

Section prefix 134-1011

Contractor C.H.Leonard

Contract number 1894

Date of contract July 15,1936

Date of completion November 30, 1936

Date work started August 13 ,1936

Estimated date of completion December 7, 1936

Amount of contract $52,742.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering 52,742.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2354.70, 4.45 %

Date project was completed December 7, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party working on Semi-final Estimate and setting ROW monuments.

ROW Monuments set in front of Texaco Servise Station,distances taken from pins to Gas pump island, and same transmitted to Service Station Operator.

The jump in engineering costs shown above is due to reciept of a letter from the bridge department, showing their engineering costs on the bridges to be $1100.00, on bridges costing $7800.00

Phone: Wilson River Engineer's Office
Forest Grove
Phone: 345M

Signed F.W.Farrar, Resident Engineer

Address Forest Grove, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 3-A-1 10M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 23 1936

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

x

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

134-1011

Multnomah, Oregon
November 12, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr.G.S.Paxson, Acting Bridge Engineer
Oregon State Highway Commission
Salem, Oregon.

Re: West Dairy Creek Bridges.
Contract No. 1894

Dear Sir:

Reference underrun in the quantity of Treated Piling no field change was made which would account for it there being but 5.2 feet of excess pile cutoff on both bridges.

Very truly yours,
C.A. DuRette
C.A.Du Rette

NOV 13 1936

Jon

Jon

Form 42A—4M—9-35

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

Section Davies Banks

Kind of Work Bridges + Grading

County Washington

Highway Nehalem Secondary

Contractor Chas. H. Leonard

Contract No. 1894 Estimate No. Final

Job Prefix No. 134-1011

Work done to ...., 19

Specified date of completion Nov. 30, 1936

Estimated date of completion Nov. 30, 1936

Item	Unit	Unit Price	Preliminary Estimate		Estimate Corrected to Date		Completed to Date		To Co
			Quantity	Amount	Quantity	Amount	Quantity Over %	Amount Under %	Quantity
8. Treated Piling	lin. ft.	1.50	1600	2400.00	1405.4	2108.10		12.2	
9. " Lumber	MFBM	80.00	22	1760.00	2064006	1651.20		6.2	
10. Class D Conc.	c.y.	22.50	82	1845.00	83.5	1878.75	1.8		
11. Metal Reinforcement.	lb.	0.06	17200	1032.00	17438.48	1046.31	1.4		
12. Concrete Handrail	lin. ft.	3.00	240	720.00	229.00	687.00		4.6	
Force Account Work									
Materials Furnished by State									
State Force Work									
Miscellaneous Costs Consisting of									
Totals				7757.00		7371.36			
Contingencies and Engineering									
Grand Totals									

Include in your "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate and, for the purpose of this report, estimate quantities liberally so that the actual final cost will be less rather than more than the total you show hereon.

C.A. DuRette

Form 42A—4M—9-35

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

Section Davies Banks
Kind of Work Bridges + Grading
County Washington
Highway Nehalem Secondary
Contractor Chas. H Leonard

Contract No. 1894 Estimate No. Final
Job Prefix No. 134-1011
Work done to ...., 19..
Specified date of completion Nov. 30, 1936
Estimated date of completion Nov. 30, 1936

Item	Unit	Unit Price	Preliminary Estimate		Estimate Corrected to Date		Completed to Date		To C
			Quantity	Amount	Quantity	Amount	Quantity Over %	Amount Under %	Quantity
8. Treated Piling	lin. ft.	1.50	1600	2400.00	14054	2108.10		12.2	
9. " Lumber	MFBM	80.00	22	1760.00	2064406	1651.20		6.2	
10. Class D Conc.	c.y.	22.50	82	1845.00	83.5	1878.75	1.8		
11. Metal Reinforcement.	lb.	0.06	17200	1032.00	17438.48	1046.31	1.4		
12. Concrete Handrail	lin. ft.	3.00	240	720.00	229.00	687.00		4.6	
Force Account Work									
Materials Furnished by State									
State Form Work									
Miscellaneous Costs Consisting of									
Totals				7757.00		7371.36			
Contingencies and Engineering									
Grand Totals									

Include in your "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate and, for the purpose of this report, estimate quantities liberally so that the actual final cost will be less rather than more than the total you show hereon.

C.A. DuRette

Form 42A—4M—9-35

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

Section Davies Banks
Kind of Work Bridges + Grading
County Washington
Highway Nehalem Secondary
Contractor Chas. H Leonard

Contract No. 1894 **Estimate No.** Final
Job Prefix No. 134-1011
Work done to ...., 19....
Specified date of completion Nov. 30, 1936
Estimated date of completion Nov. 30, 1936

Item	Unit	Unit Price	Preliminary Estimate		Estimate Corrected to Date		Completed to Date		To Com
			Quantity	Amount	Quantity	Amount	Quantity %	Amount %	Quantity
8. Treated Piling	lin.ft.	1.50	1600	2400.00	1405.4	2108.10		12.2	
9. " Lumber	MFBM	80.00	22	1760.00	20.640	1651.20		6.2	
10. Class D Conc.	c.y.	22.50	82	1845.00	83.5	1878.75	1.8		
11. Metal Reinforcement.	lb.	0.06	17200	1032.00	17438.5	1046.31	1.4		
12. Concrete Handrail	lin.ft.	3.00	240	720.00	229.00	687.00		4.6	
Force Account Work									
Materials Furnished by State									
State Force Work									
Miscellaneous Costs Consisting of									
Totals				7757.00		7371.36			
Contingencies and Engineering									
Grand Totals									

Include in your "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate and, for the purpose of this report, estimate quantities liberally so that the actual final cost will be less rather than more than the total you show hereon.

E.A. DuRette

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OCT 30 1936

OREGON STATE HIGHWAY COMMISSION

[illegible]
Portland, Oregon
October 27, 1936

134-1011

RECEIVED
OCT 30 1936
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. G. Smith

Dear Sir:

Herewith order for extra work reconstructing forms on a bridge under contract by C. H. Leonard at Station 931 on the Davies-Banks Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC R. H. BALDOCK

Encl. 5

NOTED E.C.
State Highway Engineer

FORM 5-K-1 1M 10-36

COMMISSION
HENRY F. CAB[illegible] CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 23, 1936

134-1011

E. A. Collier
Mr. ~~P. D. Mason~~
Division Engineer
Oregon State Highway Dept.
~~O f f i c e~~ Portland, Ore.

Dear Sir:

Reference is made to the moving of the Texaco service station buildings and appurtenances at Banks.

These buildings now have been moved but Mr. Heard, the lessee of the same, was in the office this morning and stated that when the fall rains start there will unquestionably be considerable settlement around the gasoline tanks in their new location.

It was our agreement that the station would be replaced in as good a condition as before moving, and it will be our obligation to see that settlement around the tanks is taken care of. Mr. Heard has suggested that if we would dump a load of rock close to the pump island he would take care of the spreading of the same after the rains. He also stated that the contractor will be through in that vicinity within a very short time, and it would appear to us that the best thing to do would be to place the rock now before the contractor leaves the project rather than to have to secure it later from a stock pile on the work.

It is our recommendation that the request be complied with.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. H. Bishop

NOTED
State Highway Engineer

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1936
OREGON
AY COMMISSION

134-1011

Portland, Oregon
Sept. 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Jerry Farrar advises that Tom Lillebo, contractor, plans to start driving treated piling on the Davies Bridge north of Forest Grove, Thursday, September 10th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM S-A-1 5M 6-34
COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1936

OREGON STATE HIGHWAY COMMISSION

SALEM

134-1011

Portland, Oregon
Aug. 31, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. M. Devers

Dear Sir:

On the Davies-Banks Project, Contract No. 1894, the tenants in the beer parlor and filling station on the J. C. Schulmerich Estate are becoming anxious about the moving of their buildings.

Under the terms of the option, obtained sometime prior to July 15, 1936, these tenants were to be paid the low bid for moving and re-establishing their buildings.

Please advise of the progress being made and expedite payment, if possible.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
F. W. Farrar

R. H. Baldock

FORM 401 P. 2-36 5M

134-1011

#18944 #1895

134-1011 136-1004

×

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER [illegible]

6TH FLOOR YEON BUILDING
Portland, Oregon

July 31, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: CHAS. H. LEONARD
Albany, Oregon

We are being called upon to make deliveries to Mr. Leonard on two State of Oregon highway contracts, one near Dayton, Oregon, and the other near Amity, Oregon, but in either case have we information pertaining to the contract in question.

We are attaching herewith two of our regular contractor questionnaires and will appreciate your kindly furnishing the necessary information to complete these forms.

We enclose herewith a business reply envelope for your convenience and will thank you kindly for your assistance.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encls

FORM 9-A-1 5M 2-36

COMMISSION:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

134

July 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention: E. G. Smith

Dear Sir:

Mr. F. W. Farrar will start the Davies-Banks Project very shortly. Mr. Hartman and two chainmen have been assigned from the Salem office for the party. He will need another car and transit.

He is requisitioning for the transit and in accordance with previous instructions, I am requesting a car assignment as soon as possible for Farrar in Forest Grove.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:BP
CC R. H. Baldock

CLASS OF S E DESIRED	
DOMESTIC ON	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

134-1011

SALEM OREGON
JULY 15 1936

CHARLES H LEONARD
CONTRACTOR
ALBANY OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU THE FOLLOWING CONTRACTS BASED ON LOW BIDS SUBMITTED BY YOU ON JUNE TWENTY SIXTH COLON DAVIES BANKS SECTION OF NEHALEM SECONDARY HIGHWAY IN WASHINGTON COUNTY AND GRUB COLLEGE AMITY SECTION OF AMITY DAYTON SECONDARY HIGHWAY IN YAMHILL COUNTY STOP GRUB COLLEGE JOB AWARDED ON PIPE ALTERNATE STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

TELEGRAM

file

get confirmed

M

July 15, 1936

Mr. Charles H. Leonard,
Albany, Oregon

Dear Sir:

Confirming telegram of this date, the State Highway Commission today awarded you the contract for grading and surfacing the Davies-Banks Section of the Nehalem Secondary Highway in Washington County. This award was based on your low bid submitted on June 26, 1936, in the amount of $52,742.00.

Contract forms will be sent to you in a few days for execution.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

Sec confirmed

M

FORM 2-K-1 1500 5-36

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

134-4011

July 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that from a right of way standpoint the Davies-Banks contract may be awarded.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW

FORM 2-B-4 900

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

134-1011

Const
Projects
Secondary
Nehalem.

May 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions, estimate, profile and sketch map of the proposed state improvement from Banks to Davies on the Nehalem Highway.

All the excavation involved on this job is in the form of borrow from roadbed excavation on the Wolf Creek Highway at two locations indicated on the sketch map. Right of way descriptions for these portions of the Wolf Creek Highway are being written by Mr. Kirkwood to provide the source for this material on this contract. The map for this section is in the Drafting Department being used for checking right of way descriptions.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

NOTED

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

[illegible]
changed Top to
4" of 3/4-0
from
3 of 1 1/4-0

CONTRACT # 1895

136-1004 Grubb College-Amity Section
Amity-Dayton Secondary 1936

1895

RECEIVED
JUL 7 1937
NG

136-10041

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In answer to your inquiry of July 1st you are advised that the Chas. H. Leonard Contract No. 1898, Grub College-Amity Section in Yamhill County, was completed Dec, 10, 1936. This contract was accepted January 7, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

RECEIVED
JUL 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

Re: Charles H. Leonard
Contract Number 1895

Will you please tell us if this job has been completed yet, and if so what were the completion and acceptance dates?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

Comp. Dec. 10. 1936
accepted - Jan. 7, 1937

RECEIVED
MAR 17 1937
FOR FILING

136-1004

March 17, 1937

Great American Indemnity Company
241 Sansome Street
San Francisco, Calif.

Attention: Wm. C. Price

Gentlemen:

In response to your inquiry of March 9, you are advised that the total amount earned under the Chas. H. Leonard contract No. 1895, Grub College-Amity Section in Yamhill County was $66,833.18.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American Indemnity Company New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0380

RECEIVED
MAR 10 1937
OREGON
STATE HIGHWAY COMMISSION

March 9, 1937

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Re: 110014 - Chas. H. Leonard
Contract for the 3.06 miles grading and surfacing Grub College - Amity Section, Amity-Dayton Sec. Highway, Yamhill County, Oregon

Sometime ago you advised us of the completion and acceptance of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final total contract price, and if same has been accepted.

If you can now furnish us with this information it will be sincerely appreciated.

Yours very truly,

BONDING DEPARTMENT

Wm. C. Price

Wm. C. Price

WCP/gh

#1895

x

RECEIVED
JAN 4 1937
FOR FILING

136-1004

January 4, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No, 1895 for the construction of the Grub College-Amity Section of the Amity-Dayton Secondary Highway in Yamhill County, has been completed by the contractor, Chas. H. Leonard, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $66,855.18, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

H. G. Smith

Form 333—5M—

Oregon State Highway Commission

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

× ✓

For Week Ending December 26, 1936

Section Grub College - Amity

Kind of work Grading & Surfacing

Highway Amity - Dayton Secondary

Section prefix 136 - 1004

Contractor Chas. H. Leonard

Contract number 1895

Date of contract July 15, 1936

Date of completion November 30, 1936

Date work started July 21, 1936

Estimated date of completion December 10, 1936

Amount of contract $66,697.50

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $66,697.50

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $2457.35, 6.1%

Date project was completed Dec. 10, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the Tracing of the Construction line map and sent to Salem. I also returned the semifinal estimate after rechecking.

RECEIVED
DEC 28 1936
DIVISION ENGINEER
DIVISION NO. 2

NOTED
F. W. [illegible]

Signed H. G. Gradwell

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday			
Saturday			

RECEIVED
DEC 23 1936
FOR FILING

#1895

136-1004

December 22, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. H. Leonard on Contract No. 1895 for the construction of the Grub College-Amity Section of the Amity-Dayton Secondary Highway in Yamhill County. This payment will be made on or after December 31, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

COMMISSIONERS
HENRY F. CABE[illegible], CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 18 1936
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

136-1004

December 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

136-1004

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a letter from Chas. H. Leonard requesting an extension of time on the Grub College-Amity job, contract No. 1895, from November 30 to December 15, together with the consent of surety covering this request.

All work on the road contract itself has been completed prior to the contract time limit. The extension requested, as indicated in Mr. Leonard's letter, is for the purpose of completing the maintenance rock required under the contract. His work was delayed because of the fact that considerable of this size of material was supplied the maintenance forces during the time the other sizes were being produced. It is recommended that this extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED

136-1004

134-1011

OREGON STATE HIGHWAY COMMISSION

July 15, 1936

Mr. Charles E. Leonard,
Albany, Oregon

Dear Sir:

Confirming wire to you of this date, the State Highway Commission today awarded you the contract for grading and surfacing the Grub College-Amity Section of the Amity-Dayton Secondary Highway in Yamhill County. This award was based on your bid submitted on June 26, 1936, in the amount of $66,697.50, using multiplate corrugated iron culvert pipe.

Contract forms will be sent to you in a few days for execution.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

FORM 2-E-1 1000 5-

COMMISSIO
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

136-1004
Const
Projects
Secondary

July 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that from a right of way standpoint the Grubb College-Amity Section of the Amity-Dayton Secondary Highway project is cleared, and there appears to be no reason why from a right of way standpoint the contract can not be awarded.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW

Const
Projects
Secondary

June 17, 1936

The Collins Concrete and Steel Pipe Co.
North Albina and River Streets
Portland, Oregon

Attention: Ray Collins

Gentlemen:

We have your letter of June 16th, requesting plans for the 73-inch multiplate corrugated iron culvert required on the Grab College-Amity Section of the Dayton Secondary Highway. As this culvert is to have square ends and is to be constructed without headwalls, we have not considered it necessary to prepare special plans for it. The installation will be no more complicated than would the installation of any large size pipe culvert.

Copies of the special provisions relating to this culvert are being sent to you herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

Encl.

TELEPHONE GArf [illegible]63

J. J. COLLINS, PRESIDENT

COLLINS CONCRETE AND STEEL PIPE CO.

CORNER N. ALBINA AND RIVER STREET
PORTLAND, OREGON

June 16, 1936

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Mr. Probert:

Would you kindly mail us a blue print of the 75" multiplate corrugated iron culvert, bid item #22B of the Grub College, Amity Section, Dayton Secondary Highway, Yamhill County.

Yours truly,

COLLINS CONCRETE & STEEL PIPE CO.

By Ray Collins

RC:AB

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

136-1004

Const Projects Secondary

April 8, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are submitting herewith special provisions, estimate, map, profile and computation data covering the proposed construction of the Amity-Grub College Section of the Amity-Dayton Secondary Highway. This estimate is based on the construction without the inclusion of the oil mat at this time. It is provided, however, in the estimate for the production of the mineral aggregates for an 0-11 oil mat, which can then be contracted the following year.

You will note the estimate provides for a 72-inch corrugated iron pipe at Station 148. We have made calculations as to the cost of various types of culverts for this location. In case it is desired to change the plans to some other type, these data are included with the miscellaneous computations.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

ED
State Highway Engineer

Amity-Grub College Section
Amity-Dayton Secondary Highway
Yamhill County - 3.06 miles

ITEM	UNIT	TOTAL	ALLOWANCE	GRAND TOTAL	UNIT PRICE	AMOUNT
Clearing and Grubbing	All	$500.00		$500.00	All	$ 500.00
Excavation, Single Classification	Cu. yds.	56,512	5,488	62,000	$ 0.25	15,500.00
Trench Excavation	" "	900	100	1,000	0.75	750.00
Overhaul	Cu. yd.sta.	88,540	8,460	97,000	0.03	2,910.00
Truck Haul	Cu. yd. mi.	9,504	896	10,400	0.20	2,080.00
12-inch Corrugated Iron Pipe Side Road	Lin. ft.	380	40	420	1.25	525.00
18-inch Concrete Culvert Pipe	" "	765	35	800	2.00	1,600.00
24-inch Concrete Culvert Pipe	" "	111	6	117	3.00	351.00
36-inch Concrete Culvert Pipe	" "	90	—	90	5.00	450.00
72-inch Corrugated Iron Pipe Paved Invert - #8 Guage	" "	120	—	120	18.00	2,160.00
12-inch Concrete Drain Pipe	" "	200	20	220	0.75	165.00
Finishing Roadbed and Slopes	Mile	3.057	.003	3.060	500.00	1,530.00
Rounding Cut Banks	Lin. ft.	9,595	405	10,000	0.10	1,000.00
Selected Roadbed Topping - 4"-0	Cu. yds.	20,069	1,931	22,000	1.25	27,500.00
Crushed Rock Surfacing - 1¼"-0	" "	5,136	364	5,500	1.50	8,250.00
Filler	" "	620	80	700	0.40	280.00
Hauling Filler	Cu.yd.mi.	310	40	350	0.15	52.50
Sprinkling	M.Gals.	310	40	350	2.00	700.00
Mineral Aggregate in Stock Piles						
1¼"-3/4" Crushed Rock in Stock Piles	Cu. yds.	770	30	800	1.50	1,200.00
3/4"-1/2" Crushed Rock in Stock Pile	" "	316	18	334	1.50	501.00
1/2"-1/4" Screenings in Stock Pile	" "	523	23	546	1.50	819.00
1/4"-0 Screenings in Stock Pile	" "	245	15	260	1.50	390.00
Maintenance Materials in Stock Piles						
3/4"-1/2" Screenings in Stock Pile	" "	310	--	310	1.50	465.00
1/2"-1/4" Screenings in Stock Pile	" "	310	--	310	1.50	465.00
						$70,143.50
		10% Engineering and Contingencies				7,014.35
						$77,157.85

Amity-Grub College Section
Amity-Dayton Secondary Highway

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A. M. (9:00 A.M.) on the ______________ day of ______________, 1936.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done, if awarded, consists of the following work on the Amity-Grub College Section of the Amity-Dayton Secondary Highway:

1. Construction of 3.06 miles of highway roadbed.

2. Construction of drainage and culvert pipe including 120 feet of 72-inch corrugated iron pipe.

3. Construction of 3.06 miles of crushed rock topping and surfacing.

4. Provide crushed rock aggregate for 3.06 miles of oil mat surfacing (Type O-11), 20 feet wide.

5. Construction and rocking of road approaches and connections.

The south end of the project is at Station 0+00, which station is approximately 800 feet north and 100 feet east of the South 1/4 corner of Section 17, T. 5 S., R. 4 W., and which point is in the West Side Pacific Highway.

The north end of the project is at Station 161+40, which point is in the present highway and is approximately 200 feet north and 1,050 feet west of the Southeast corner of Section 3, T. 5 S., R. 4 W., W. M.

The total length of the project is 3.06 miles.

CLASS OF PROJECT

State.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1936.

Amity-Grub College Section
Amity-Dayton Secondary Highway

CLEARING AND GRUBBING

Specifications:

Same as Approaches to Alsea Bay Bridge special provisions, page 2.

Areas to be Cleared and Grubbed:

Same as above and including all clearing required at rock quarry.

Designated Trees to be Left in Place:

Same as Rex Hill, page 2.

Removal of Fences and Debris:

All fences within the clearing limits as mentioned previously together with any sheds or debris left after sheds or the school building at Station 143+75 have been removed, (if removed by owner under right of way agreement) shall be cleaned up and disposed of to the satisfaction of the engineer.

Old 72-inch Corrugated Iron Pipe:

At station 148+50 a 72-inch corrugated iron pipe is to be removed and shall become the property of the contractor. The disposal of this pipe, which is not suitable for reinstallation as culvert pipe by the Highway Department, shall be considered as a part of clearing, and the cost of disposal shall be considered included in the price bid for "Clearing and Grubbing."

The removal of existing headwalls at this location shall be considered a part of "Clearing and Grubbing" or "Trench Excavation", and no separate payment will be made. The concrete so removed may be used in the embankment.

Amity-Grub College Section
Amity-Dayton Secondary Highway

EARTHWORK

Specifications:

Standard specifications to apply. Same as Approaches to Alsea Bay Bridge, page 2.

Classification:

Same as Approaches to Alsea Bay Bridge, pages 2 and 3.

Borrow Excavation:

The section used in this project is a turnpike or borrow section. The back slopes are to be taken out on a 2:1 slope where the depth of excavation is 3 feet or less, or where directed by the engineer.

The last two paragraphs under "Borrow Excavation" of the special provisions of the Rex Hill Section are to be included, page 4.

Limitation of Borrow Section:

Same as Rex Hill job, pages 4 and 5. Slopes shown in typical section are 6:1.

Approach Roads, Connection to Roads and Channel Changes:

Same as Rex Hill Section, page 3.

Compaction of Embankments:

Same as Rex Hill Section, page 5.

Amity-Grub College Section
Amity-Dayton Secondary Highway

Finishing Roadbed and Slopes:

Same as Rex Hill Section, page 6. Add: Special attention of contractor is called to the fast that embankment lines must be carefully lined to stakes or chalk line, eliminating sags and bulges.

Grading Site for Buildings:

Same as Rex Hill Section except no estimate of quantities made. This provision is applicable if such sites are to be provided for sheds, garages and school building by right of way agreement.

Measurement and Payment:

Same as Rex Hill Section, page 7, except no Item 3 or 4. ("Solid Rock Excavation" or "Rock Borrow".)

ROUNDING OF TOPS OF CUTBANKS

Work to be Done:

Same as Rex Hill Section, page 7.

Manner of Performance:

Same as Rex Hill Section, page 7.

Where Rounding Will Not be Required:

Same as Rex Hill Section, page 7.

No rounding to be done on slopes less than three feet or where engineer designates.

Measurement and Payment:

Same as Rex Hill Section, page 8.

Amity-Grub College Section
Amity-Dayton Secondary Highway

CONCRETE DRAIN PIPE

This pipe is to be used in extending present 12-inch drain pipe under roadbed between Stations 149 and 151.

Standard specifications to apply.

CULVERT PIPE

Specifications:

Same as Rex Hill Section, pages 9 and 10.

Size and Type of Pipe:

Same as Rex Hill Section, page 10.

It is the intent of the engineer to use 12-inch corrugated pipe under driveways and connecting roads, concrete culvert pipe under the roadbed for all installations except at Station 148 where a 72-inch corrugated pipe, 8 guage paved invert is to be used.

Bituminous Coating and Invert Protection for Corrugated Iron Pipe:

Same as Rex Hill Section, pages 10, 11, and 12.

Use of Extra Strength Pipe:

The 72-inch corrugated iron pipe to be installed at Station 148 shall be of No. 8 guage metal.

Width of Trench:

Same as Rex Hill Section, page 13.

Amity-Grub College Section
Amity-Dayton Secondary Highway

Bedding:

Same as Rex Hill Section, page 13.

Backfilling and Placing Embankment to Level of Top of Pipe:

Same as Rex Hill Section, page 13.

72-inch Pipe to be Strutted:

Same as Rex Hill Section, page 13, except "72" pipe and Station 148" substituted for "48" pipe and Station 616+78".

Measurement and Payment:

Same as Rex Hill Section, page 14.

CRUSHED ROCK SURFACING

Work to be Done:

See Approaches to Alsea Bay Bridge Section, page 11. Substitute entire project for limits.

Specifications:

Same as Approaches to Alsea Bay Bridge Section, page 11.

Materials:

Same as Approaches to Alsea Bay Bridge Section, page 11.

Amity-Grub College Section
Amity-Dayton Secondary Highway

Prospective Source of Material:

Prospective source of rock from which to manufacture the crushed rock required in the surfacing construction is as follows:

The State is acquiring a quarry with a coyote hole excavated, located approximately 2,000 feet west of Station 0+00 with a road leading from Milepost 44.9 on the West Side Pacific Highway to said quarry. The haul from the quarry to the beginning of this project is about seven-tenths (0.7) of a mile. The State will own this quarry and the contractor will be permitted to take rock therefrom without payment of royalty or other charge. However, if the contractor elects to use this quarry as a source of rock materials, he shall conform with the following requirements:

a. The contractor shall conduct his quarrying and crushing operations in such a manner that upon completion of the work the quarry will be left in a suitable condition for future operation. The face shall be left in as vertical condition as could be reasonably required, and such dumps of stripping or waste shall be so placed so as not to obstruct free access to the quarry face in the future.

b. The softer rock if such is encountered, provided it meets with the requirements of surfacing rock, shall be used in the production of the base rock, and the hardest rock shall be used for the production of the mineral aggregate and maintenance rock to be supplied under this contract.

Include last two paragraphs under "Source of Materials" of Approaches to Alsea Bridge Section, page 12. Include clearing work at quarry.

Sizes of Materials:

The materials used in the construction of rock surfacing shall be of two (2) sizes. The coarse rock to be used in subbase and base courses to be well graded from four inches to nothing, and the rock to be used in the surfacing or topping course to be well graded material from (1¼") one and one-fourth inches to nothing. Standard provisions for grading, size of openings, etc., applicable to these sizes.

Amity-Grub College Section
Amity-Dayton Secondary Highway

Cross Section:

The widths and thicknesses to which the surfacing is to be constructed shall be as indicated by the typical cross section plan. The surfacing is to be constructed in three courses; the first to be called subbase course; the second, base course and the third, top course.

Construction of Subbase Course:

On the subgrade prepared as specified in the standard specifications, coarse material (4"-0") shall be spread to such depth that a 4½-inch compacted thickness will be obtained when properly rolled. If directed by the engineer, filler shall be added during the process of blading, sprinkling and rolling. The rolling, blading and addition of filler (if necessary) shall continue until the course is smooth and completely compacted and there is no creeping or other movement of the materials under the roller.

The filler shall be put in in a very thin layer and worked into the base material before a second spread is made.

Construction of Base Course:

The construction of the base course shall be the same as that of the subbase course, placed upon the subbase course.

At the beginning of the project additional courses of base will be added to bring the final base up to the necessary grade to match the present existing pavement on the West Side Pacific Highway to a point approximately opposite Station 7+00.

Construction of Top Course:

On the completed base course, fine materials (1¼" - 0" crushed rock) shall be spread to such thickness as necessary to construct a 3-inch compacted thickness when finally rolled. Such filler as deemed necessary shall be added to the fine rock and the process of blading, sprinkling and rolling shall be continued until thoroughly compacted and smooth and free of all irregularities.

Rolling:

Same as Approaches to Alsea Bay Bridge Section, page 14.

Amity-Grub College Section
Amity-Dayton Secondary Highway

Measurement and Payment:

Same as Approaches to Alsea Bay Bridge Section, page 14, down to "items".

1. 4" - 0" Crushed Rock Surfacing
2. 1¼" - 0" " " "
3. Filler
4. Hauling Filler
5. Sprinkling

Surfacing Side Roads and Road Connections:

Upon connections to county roads, the construction of the surfacing shall be done in the same manner as specified for the main roadbed.

Upon approaches to private roads, the thickness of rock surfacing is to be constructed in two courses; base course, compacted thickness of five inches; top course, compacted thickness of two inches. The manner of construction will be the same as herebefore specified except the base may be made in one course.

CRUSHED MATERIALS IN STOCK PILES

Work to be Done:

Same as Approaches to Alsea Bridge Section, page 15. Substitute 1,940 cubic yards for bituminous macadam construction for 1,900 cubic yards, and 620 cubic yards of crushed rock for future maintenance operations.

Standard Specifications to Apply:

Same as Approaches to Alsea Bay Bridge Section, page 15.

Kind, Quality, and Source of Materials:

Same as Approaches to Alsea Bay Bridge, pages 15 to 16 down to sizes in tables. Substitute following sizes:

Amity-Grub College Section
Amity-Dayton Secondary Highway

Amount	Size	Size of openings in screen through which all must pass	Size of openings in screen on which at least 90 per cent must be retained
800 cu.yds.	1-3/4"-3/4"	1-3/4" circular	3/4" circular
700 " "	3/4" - 1/2"	3/4" "	1/2" "
900 " "	1/2" - 1/4"	1/2" "	1/4" square
260 " "	1/4" - 0	1/4" square	0

Assumed Distribution:

Same as Approaches to Alsea Bay Bridge, page 16, except substitute Station 9+00, which is approximately 0.87 mile from the quarry hereinbefore mentioned.

Measurement and Payment:

Same as Approaches to Alsea Bay Bridge, pages 16 and 17, except sizes of rock which are as follows:

1¾" - 3/4" Crushed Rock in Stock Pile
3/4" - 1/2" " " " " "
1/2" - 1/4" Screenings " " "
1/4" - 0 " " " "

Balance of page 17 O.K., down to "Miscellaneous Provisions" except adjustment haul price, which is to be 0.14 cents per mile and amount of 1/4" - 0 screenings is to be 260 cubic yards in place of 100 cubic yards.

MISCELLANEOUS PROVISIONS

Signs to be Standard Designs:

Same as Rex Hill Section, page 40.

Truck Loads to be Leveled:

Same as Rex Hill Section, pages 40 and 41.

Adjustment of Pole Line and Other Facilities:

Same as Rex Hill Section, page 41.

Provision for Traffic:

Local traffic must be accommodated.

CONTRACT# 1895

130-1003 Hermiston-Echo Junction Section
1986 Hermiston Secondary 1936

130-1003

#1891

September 15, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1896 for the construction of the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 25, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $8,651.22, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1896

X

130-1003

September 8, 1936

United States Fidelity & Guaranty Company,
G. B. [illegible]ckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. [illegible] Wallace on Contract No. 1896 for the construction of the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County. This payment will be made on or after September 19, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commission
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

130-1003

IN REPLY PLEASE REFER TO FILE NO.

September 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for State Force Work on Contract Projects, covering the oiling of the Hermiston-Echo Junction Section of the Hermiston Secondary Highway.

All rock for this section has been stockpiled by A. S. Wallace, contractor, and the present schedule calls for Oiling Crew #5 to begin oiling operations between September 15th and 20th. The work will require not more than ten days, so that same will be completed by September 30th.

Will appreciate your early approval of this order, so that we may proceed with ordering of oil as required.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:AA
ENC-

cc R. H. Baldock
J. N. Bishop

Form 333—5M—

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug.29,1936, 193

Section Hermiston - Echo Junction

Kind of work Rock Production

Highway Hermiston Secondary #333

Section prefix 130-1003

Contractor A.S.Wallace

Contract number 1896

Date of contract July 17,1936, 193

Date of completion Aug.31,1936, 193

Date work started July,20,1936, 193

Estimated date of completion Aug.24,1936, 193

Amount of contract $ 8,417.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 8,417.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 100, 1.2 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was finished on this job on Monday of this week (Aug.24)

NOTED
H. C. SMITH

AUG 31 1936

Signed Dean Swift

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

130-1003

August 20, 1936

A. G. Wallace
Roseburg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1896 awarded to you on July 17, 1936, for furnishing crushed rock in stock pile for the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

FORM 2-AP · 1935 · 6-3
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

130-1003

August 14th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

It was my understanding that the oiling of the Hermiston Secondary, for which oil is being produced under the Hermiston-Echo Junction Section, A. S. Wallace, Contractor, has been budgeted and that you may proceed with the work when convenient.

It is my suggestion that you secure the necessary work orders for doing this with State forces.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

Form 6-B-4 2500 6-36
Commissions
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

130-1003

July 24, 1936.

Mr. W. C. Williams
Division Engineer
State Highway Department
Box 908
LaGrande, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Attached is a print of the profile of a short section of the old Butter Creek market road, now the Hermiston Secondary Highway. The section includes the crossing of Umatilla River. We do not have any maps of this section in our Salem files.

As per our telephone conversation this morning, I will want as soon as possible a vicinity map of this bridge site, together with detailed measurements of the piers or abutments now in place. Since this secondary highway is now under contract for oiling, I presume that there will be no approach grading necessary in connection with the bridge replacement. If there is to be any approach grading, I will want data sufficient so that the grading plans can be prepared.

I will also want vicinity maps, profiles and data sufficient for the preparation of plans for the approaches for the Miles Bridge over Powder River in Baker County. We apparently have no data on this site in our files.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
W. C. Smith

130-1003

July 16, 1936

Mr. A. E. Wallace,
Box 281
Union, Oregon

Dear Sir:

Confirming wire to you of this date, this is to advise that the State Highway Commission yesterday awarded you the contract for furnishing crushed gravel, in stockpile, on the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

HBG:MC

Secretary

cc - A. S. Wallace,

Roseburg, Oregon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 6 1936
OREGON
COMMISSION

Const
Projects
Secondary

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

By express there is being forwarded to you the following data pertaining to the proposed oiling projects on the Hermiston- and the Lexington-Echo Secondary Highways:

Hermiston-Echo Junction Section, Hermiston Secondary Hwy:

- Estimate of Cost
- Special Provisions
- Tabulation of Crushed Materials to be Piled on Alternate Proposals
- Typical Sections
- Sketch Map

Lexington-Sand Hollow Section, Lexington-Echo Secondary:

- Estimate of Cost
- Special Provisions
- Tabulation of Crushed Materials to be Piled on Alternate Proposals
- Typical Sections
- Sketch Map

On the Hermiston-Echo Junction Section, there is no suitable quarry available, so crushed gravel will be used for aggregate. There is an ample supply of suitable gravel and it is my intention to crush the same, screening out all materials under one inch. The crushing of materials larger than one inch will give suitable fracture for a type 0-0 oiling.

NOTED

FORM 2-H-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer   Page 2
Subject: Oiling Projects. Hermiston
         and Lexington-Echo Secondaries

Some stabilizing of two short sections as shown by the plans will be required. These short sections are in low ground and have shown slight signs of weakness and I consider it desirable to reinforce them. The surfacing materials can be one inch minus screened gravel, which can be taken from the rejections secured while crushing aggregates.

On the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway, it is planned to oil the section 12 miles in length, which will leave an unoiled section extending from the eastern end of the project to the Umatilla County Line of 7.6 miles. There are 2 miles on this section which showed slight signs of weakness during the past spring break-up and I am, therefore, planning to reinforce this 2 mile section with the addition of approximately 6 inches of crushed rock. The balance of the section, not only during the past spring, but in all years that I have observed the same, shows sufficient stability to withstand oiling with an O-9 type.

The quarry selected, which contains very good rock, is off center of the job, but we were unable to find any quarry near the center.

In submitting my estimates of cost for both projects I have divided them on the basis of calling for alternate bids. It is my thought that satisfactory bids for the oiling may not be received and that it would be advisable to perform this work with state forces. The crushing, of course, must be contracted, but I would not recommend awarding of the oiling project at amount higher than the estimated, unless it should appear that there is not sufficient state oiling equipment available to perform the work.

I have not specified completion dates for the reason that such

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 4, 1936

IN REPLY PLEASE
REFER TO FILE No.

Mr. H. C. Smith, Construction Engineer
Subject: Oiling Projects, Hermiston
and Lexington-Echo Secondaries

dates might vary with the manner of calling for bids. Some advantage might be obtained by awarding the crushing on both projects as one contract and the oiling as one contract. If this were done, the completion date of the crushing should be not later than August 15, which would leave at least 30 days of favorable weather for the placing of the oil mat. The 30 days will be sufficient time for the placing of oil on both projects, providing suitable equipment is used.

Sketch maps and descriptions of the necessary quarry sites and stock pile sites to be purchased are now being prepared and will be forwarded to you within the next to or three days. The cost of the quarry sites and stock pile sites should be very nominal, as none of the same are located on tillable land.

The estimated price of 90¢ per yard for placing mineral aggregate is sufficiently high, inasmuch as placing of ordinary mineral aggregate involves an average haul of approximately 2 miles, which, estimated at 15¢ per yard mile, makes a total estimated cost of loading, hauling and placing aggregate from stock pile $1.20 per yard. During operation of oiling crew #5 last year, a total of approximately 10,000 yards of mineral aggregate was placed. The average cost, which includes the preparation of sub-base, moving and dismounting plants, etc., was 84¢ per cubic yard. When the number of moves a reoiling crew has to make is considered, it appears that the cost of placing mineral aggregate on a project of this character should not exceed 75¢ per yard, plus haul. The estimated 90¢ plus 15¢ per yard mile haul, therefore, allows ample profit to the contractor.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Projects
Secondary

May 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. R. G. Smith, Construction Engineer

Dear Sir:

While in Salem on May 27, I discussed with Mr. Baldock and Mr. Probert proposed plans for oiling the Lexington-Sand Hollow and Hermiston-Echo Junction sections, bids on which were rejected at the last meeting as being too high. It was decided to call for separate bid for the crushing of materials, all materials, including rock for surfacing as well as mineral aggregate and maintenance materials, to be placed in stock pile. In accordance therewith, I am submitting herewith revised estimates for calling for bids for crushing only and after the rock is placed in stock pile, the oiling and surfacing work may be done with state forces or by calling for contract bids at a later date.

On the Hermiston-Echo Junction section, we will change the location of the gravel pit from opposite station 36 south, to a pit adjacent to the highway right of way at station 76 north. This is a pit formerly used by Umatilla county and contains exceptionally good material. I am also designating new stock pile site adjacent to the highway at station 75 South. Other stock pile sites are to be as stated in the former provisions. On this project, the surfacing with screened gravel will be performed using material which will be rejected by the contractor while crushing the oiling rock, all material under 1 inch being waste.

On the Lexington-Sand Hollow section, quarry and stock pile sites are to be the same as in the original provisions. Attached estimate shows amounts to be stockpiled at the various sites which you will note includes also the surfacing rock.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Raised estimates of cost on
Lexington-Sand Hollow and
Hermiston-Echo Junction sections.

Page 2
5-29-36

You will please note that the combination of the estimated cost of performing this work by letting the crushing separate is under the estimated cost submitted by me for comparison of bids. It is my belief that we can secure crushing of the rock at the prices I have estimated and I am certain that the oiling work can be done by state forces at the estimated price and it may be possible that we can secure contract for such an estimated amount. I would suggest, however, that the matter of letting a contract or doing the work by state forces will be held in abeyance until we see what progress contractor makes in crushing work.

In order to speed up crushing of materials, I would suggest that provision be made for bidding the jobs separately, but including a provision of tieing the two together as one contract if a contractor wishes to bid on both at a lower price.

In order to secure satisfactory bids, I believe the completion date should be set as September 30, but stipulations to be made that actual work must start within 15 days after awarding of the contract. In this manner, it is very probable that at least one of the projects would be completed in time for oiling this season.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
S. H. Probert

FORM 8 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Maint Matls

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
SALEM
LA GRANDE, OREGON

March 30th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the oil mat surface treatment on the Hermiston and Lexington-Echo Secondary Highways.

It was not the idea that the money appropriated should include any maintenance rock, and the maintenance material can be paid for out of the special maintenance funds.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

NOTED

FORM S-M-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Maint. Materials

RECEIVED
MAR 30 1936
OREGON
HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 27, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In connection with the placing of oil mat surface treatment on the Hermiston and Lexington-Echo Secondary highways, it is desirable that at least 2000 cubic yards of crushed rock be stockpiled on each section for future maintenance needs. The cost of such rock would be approximately $3500 on each section.

Will you kindly advise whether or not this maintenance rock shall be included in the amount budgeted for construction or can the full amount be used for construction and stockpiling of maintenance rock be paid for from the special maintenance funds set up for manufacture of maintenance materials?

I am ready to submit specifications on both projects within the next few days, so I will appreciate a reply at your early convenience.

Very truly yours,

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
~~J. H. Bishop~~

NOTED
[illegible]

CONTRACT# [redacted] 1097

104-1012 Klaskanine Summit-Jewell Section
1897 Nehalem Secondary 1936

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. PORTLAND OREGON

BEACON 4797

RECEIVED
JAN 12 1938
OREGON
STATE HIGHWAY COMMISSION

January 11, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please find inclosed our check in amount of $500.00 in accordance with your request of August 4th.

We will expect to received your check in amount of $945.17 covering final payment on contract no. 1897 as outlined in your letter of the above mentioned date.

Very truly yours,

SAXTON, LOONEY & RISLEY

by J. L. Risley

RECEIVED
JUL 7 1937
FOR FILING
104-1012

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Warner.

Gentlemen:

In response to your inquiry of July 1st you are advised that the Saxton & Looney and J. S. Ripley Contract No. 1897, Klaskanine Summit-Jewell Section in Clatsop County, was completed May 25, 1937. This contract was accepted June 18, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1897

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Saxton & Looney & J. S. Risley
Contract Number 1897

Will you please tell us if this job has been completed yet, and if so, what were the completion and acceptance dates?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

RER:GC

FRANK J. HURNER
Division Credit Manager

Completed - May 25, 1937

Accepted June

RECEIVED
JUL 3 1937
FOR FILING
104-1012

#1897

[redacted], 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1897 for the construction of the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway in Clatsop County, has been completed by the contractors, Saxton & Looney and J. S. Risley, and that [redacted] settlement will be made by the State with said contractors for work done under said contract on or after July 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $30,042.93, including the final payment. Of this amount [redacted]

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1897

RECEIVED
JUN 16 1937
FOR FILING
104-1012

June 15, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & [illegible] and J. S. Risley on Contract No. 1897 - Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway in Clatsop County. This payment will be made on or after June 25, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 16 1937
FOR FILING

104-1012

F# 20749

#1897
Clatsop Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

June 12, 1937

Oregon State Highway Commission
Salem, Oregon

Re: #58002-12-613-36 - Saxton & Looney and J. S. Risley

Gentlemen:

The above bond covers contract for 12.35 miles resurfacing, also furnishing 7200 cubic yards of crushed rock in stockpile at Klaskanie Summit-Jewell Section of Nehalem Secondary Highway in Clatsop County.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

G. B. Eckles
Manager

JJ
Encl.

Portland 104

RECEIVED
JUN 1 1937
FOR FILING
104-1012

May 29, 1937.

Wright-Blodgett Company, Limited,
Public Service Bldg.,
Portland, Ore.

Attention - E. D. Tanner, Agent

Dear Sir:

In reply to yours of May 21st, wish to advise that the rock from the Fishhawk Falls quarry put on the Nehalem Secondary Highway last Fall was placed by Saxton and Looney and J. S. Risley, contractors.

The Special Provisions for this contract specified that the contractors were to acquire the source of materials at their own expense. Also that Clatsop County Court would permit the use of the county owned quarry, at Fishhawk Falls, without expense to the contractor and that the contractor was to enter into an agreement with the county for the use of the quarry if they so elect.

The Highway Department does not have any way of knowing whether the contractor in taking these materials encroached upon other property. If the contractors, in their operations, did encroach upon your property, we would have no way of telling how much was taken therefrom.

Yours very truly,

R. H. BALDOCK,

STATE HIGHWAY ENGINEER.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

May 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

You are advised that the surfacing rock applied on the Nehalem Highway in the vicinity of Fishhawk Falls during the fall of 1936 was done under Contract No. 1897 by contractors Saxton, Looney & Risley. A provision in the contract states that the contractor shall acquire the sources of material at his own expense. It was pointed out, however, that the right to use rock from the Clatsop-owned quarry at Fishhawk Falls had been given by the Clatsop County Court for materials needed on this project.

I believe that the Wright-Blodgett Company's property immediately adjoins the Clatsop County Quarry property, and that the quarry operations in the past and probably in this instance, carried beyond the County-owned land. I believe there is some controversy as to the exact location of the line which could and should be determined by the County Engineer. At any rate, it is a matter to be settled by the County and the contractor.

Yours very truly,

F. D. Eason

F. D. EASON
Division Engineer

FDE:MN
cc Mr. R. H. Baldock

MAY 28 1937

RED TO
Smith
by State Highway Engineer

Please prepare answers for me.

Contract # 1897
Saxton, Carey & Risley.

Contractor to acquire own sources of material.

HT-BLODGETT COMPANY, LIMITED
WESTERN OFFICE
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

May 21, 1937

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

ock
ighway Commission

ck:

rring to the rock put on the Jewell-Astoria vicinity of Fishhawk Falls last fall:

rock for at least a portion of the surfacing as taken from a pit on our land without any authority, and for which we have received no compensation. It would therefore be appreciated if you would advise us the name of the contractor who furnished the rock and the approximate quantity furnished by him.

Thanking you in advance for your favor -

Very truly yours,

WRIGHT-BLODGETT COMPANY, LIMITED

EBT:LG

By E B Tarrant

RECEIVED
MAY 30 1937

RECEIVED
MAY 30 1937

WRIGHT-BLODGETT COMPANY, LIMITED
WESTERN OFFICE
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

E. B. TANNER
Agent

May 21, 1937

RECEIVED
MAY 2[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Referring to the rock put on the Jewell-Astoria highway in the vicinity of Fishhawk Falls last fall:

The rock for at least a portion of the surfacing for that job was taken from a pit on our land without any authority, and for which we have received no compensation. It would therefore be appreciated if you would advise us the name of the contractor who furnished the rock and the approximate quantity furnished by him.

Thanking you in advance for your favor -

Very truly yours,

WRIGHT-BLODGETT COMPANY, LIMITED

By EBTanner

EBT:LG

RECEIVED
MAY [illegible] 1937

RECEIVED
MAY 26 1937

Form 333—5M—12-36

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUN 1 - 1937
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending May 29, 1937

Section Klaskanine Summit - Jewell

Kind of work Rock Production

Highway Nehalem Secondary

Section prefix 1011 - 1012

Contractor Saxton & Looney & J. S. Risley

Contract number 1897

Date of contract July 22, 1936

Date of completion November 30, 1936

Date work started Aug 27, 1936

Estimated date of completion May 25th, 1937

Amount of contract $ 29,935.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 30000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 975.00, 3 1/10 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the surfacing and rock production Tuesday evening this week.

Engineer crew of 2 men measured stock piles and checking final records on this job this week.

NOTED
[illegible]

Signed Carl [illegible]

Address Jewell, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

1M 5-37

#1897

	GRADING	Re SURFACING & Rock Production	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.35			
Miles partially completed		—			
Miles completed		12.35			
Total estimated quantities		17890			
Estimated quantities moved or placed to date		18000			
Average daily quantities		200			
Average daily quantities necessary to complete project on time		—			
Number shifts per day		2			
Hours per shift		7			
Average force on project for week		20			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					4	10
Men and teams							
Men and trucks under 3 tons							
10 5 Men and trucks over 3 tons	10						10
Men and tractors							
							20

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Ptly Cldy		Completed May 25th
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

HH 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 2 1937
FOR FILING
124-7012

May 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: **Attention: H. G. Smith, Construction Engineer**

You are advised that the surfacing rock applied on the Nehalem Highway in the vicinity of Fishhawk Falls during the fall of 1936 was done under Contract No. 1897 by contractors Saxton, Looney & Risley. A provision in the contract states that the contractor shall acquire the sources of material at his own expense. It was pointed out, however, that the right to use rock from the Clatsop-owned quarry at Fishhawk Falls had been given by the Clatsop County Court for materials needed on this project.

I believe that the Wright-Blodgett Company's property immediately adjoins the Clatsop County Quarry property, and that the quarry operations in the past and probably in this instance, carried beyond the County-owned land. I believe there is some controversy as to the exact location of the line which could and should be determined by the County Engineer. At any rate, it is a matter to be settled by the County and the contractor.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MH
cc Mr. R. H. Baldock ✓

#1897+
Clatsop Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
JAN 6 1937
FOR FILING

RECEIVED
JAN 6 1937
OREGON
STATE HIGHWAY COMMISSION

104-1012

January 5, 1937

Oregon State Highway Commission
Salem, Oregon

Re: #58002-12-613-36 - Saxton & Looney and J. S. Risley

Gentlemen:

The above bond covers contract for 12.35 miles resurfacing, also furnishing 7200 cubic yards of crushed rock in stock-pile at Klaskanine Summit-Jewell Section of Nehalem Secondary Highway in Clatsop County.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.. A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

GE

Manager

DW:JJ
ENCL

E - $17,351.09 Dec. 15th
Cr - $2,245.13
Pd - $15,105.96

F est. $291.29

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
DEC 23 1936
FOR FILING

104-1012

December 18, 1936.

IN REPLY PLEASE
REFER TO FILE NO.
104-1012

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a copy of a memorandum with respect to the rock surfacing and rock production contract on the Nehalem Highway from Jewell to Klaskanine Summit. If this arrangement does not meet with your approval, please advise immediately.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
Carl A. Petersen

104-1012

August 20, 1936

Saxton & Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

On July 27 there were forwarded to you by express four copies each of Contract No. 1897 (Klaskanine Summit-Jewell Section) and No. 1898 (Necanicum-Elsie Section), in Clatsop County, which were awarded to you on July 25.

104-1012
4-1107

You were requested to execute all four copies of the above contracts and return them to this office. To date we have not received a reply from you. Kindly advise if you received the copies and when we may expect to have them returned.

Very truly yours,

Secretary

[illegible]

104-1012

July 24, 1936

Saxton & Mooney & J. S. Risley,
324 Henry Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission awarded to you, on July 23, 1936, the contract covering the resurfacing of the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County, based on your low bid of $29,935.00.

The Commission also awarded to you on that date the contract covering the resurfacing of the Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County. This award was based on your bid of $29,585 less a lump sum reduction of $500 for receiving the award of both these jobs, as specified in letter accompanying your proposal.

Contract forms will be sent to you in a few covering these projects.

Very truly yours,

HBG:MC

Secretary

cc - S. H. Probert

CONTRACT# [redacted]1898

4-1107 Necanicum-Elsie Section
Wolf Creek Highway 1936

1898

RECEIVED
AUG 14 1937
FOR FILING
4-1107

August 6, 1937

Sexton, Looney & Risley
324 Henry Bldg.,
Portland, Oregon

Gentlemen:

We are in receipt of your letter of August 5th, requesting the return of the "original final voucher" for the Necanicum-Elsie surfacing project, Contract No. 1898, in order that you may present claims for additional compensation for extra work performed on the project.

Since the above mentioned voucher has already been paid, it will be necessary for you to submit such claims as you feel are justified to the resident engineer for the project for approval, after which they will be submitted through the usual channels to this office for consideration. Any claims that may then be approved will be included in a "post-final" voucher.

We are enclosing, for your reference, a copy of voucher No. 5-Final, for the above mentioned project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

cc R. H. Baldock

Encl.

SAXTON, LOONEY & RISLEY

324 HENRY BLDG. PORTLAND OREGON

AGC

BEACON 4797

RECEIVED
AUG 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 5, 1937

Oregon State Highway Commission
Salem, Oregon

Attn: S.H. Probert, Office Engineer

Gentlemen:

In reply to your letters of August 4th and July 12th regarding final settlement on Contract #1898, the Necanicum-Elsie surfacing project, we inadvertently signed the final voucher on this job as it was our intention to ask for additional compensation we considered due us on account of extra work occassioned by changes of specifications and methods of laying the surfacing materials.

We appreciate this opportunity to re-open this job, so if you will kindly return the original final voucher which we signed as stated above, we will proceed as originally planned.

Very truly yours,

SAXTON, LOONEY & RISLEY

by J.S. Risley

#1898

RECEIVED
JUL 20 1937
FOR FILING
4-1107

July 20, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

On February 2nd we advised you that final payment would be made to Saxton & Looney and J. S. Risley in connection with their Contract No. 1898 - Necanicum-Elsie Section in Clatsop County and that the total amount paid under the contract would be $36,977.52.

Since that time an adjustment was made and the actual amount paid the contractors was $36,477.52.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1898
Clatsop

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
MAR 18 1937
FOR FILING

4-1107

RECEIVED
MAR 17 1937
OREGON
STATE HIGHWAY COMMISSION

Hane

March 16, 1937

Oregon State Highway Commission
Salem, Oregon

Re: 58002-12-612-36 - Saxton & Looney and J. S. Risley

Gentlemen:

The above bond covers contract for 10.2 miles of resurfacing and furnishing of 2000 cubic yards of crushed rock in stockpile on the Necanicum - Elsie Section of Wolf Creek Highway, Clatsop County.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

Assistant Manager

JJ

#1898

RECEIVED
MAR 1 1937
FOR FILING
1-1107

February 27, 1937

United States Fidelity & Guaranty Co.
G. S. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1898 for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County has been completed by the contractor, Saxton & Looney & J. S. Risley, and that final settlement will be made by the State with said contractor for work done under this contract, on or after March 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $36,977.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
JAN 18 1937
FOR FILING

4-1107

#1898

January 18, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley, on Contract No. 1898, for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County. This payment will be made on or after January 28, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 9, 1937

Section Necanicum - Elsie

Kind of work Rock Resurfacing

Highway Wolf Creek

Section prefix 4-1107

Contractor Saxton & Looney & J. C. Risley

Contract number 1898

Date of contract July 23, 1936

Date of completion Nov 30, 1936

Date work started Aug. 3, 1936

Estimated date of completion Jan. 6th, 1937

Amount of contract $29085.00
PA#1 8062.50

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the resurfacing on Wednesday Jan 6th and 18 men were layed off

Engineer crew of 3 men worked on Final Records

RECEIVED
JAN 11 1937
DIVISION ENGINEER
DIVISION NO. 2

Signed Carl A Peterson

Address Jewell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	Re SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1035			
Miles partially completed		—			
Miles completed		1035			
Total estimated quantities		23860			
Estimated quantities moved or placed to date		23860			
Average daily quantities		250			
Average daily quantities necessary to complete project on time		—			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		11			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Light Snow		
Tuesday	" "		
Wednesday	Clear 13°		Completed Contract Wednesday
Thursday	" 6°		
Friday	" 0°		
Saturday	Snow		

4-1107

September 5, 1936

UNITED STATES FIDELITY AND GUARANTY COMPANY
C. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express one copy of each of the following State Highway contracts:

No. 1897, Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County;
Awarded to Saxton & Looney and J. S. Risley;
✓ No. 1898, Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County;
Awarded to Saxton & Looney and J. S. Risley;
No. 1902, Forest Boundary-Long Creek Section, Pendleton-John Day Highway, in Grant County; Awarded to Babler Bros.

These copies are being sent you inasmuch as you appear as surety on the bonds furnished by the contractors. They are for your records and files.

Very truly yours,

Secretary

[illegible]

4-1107

September 5, 1936.

Saxton & Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of each of the following contracts:

No. 1897, for the construction of the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County;

✓ No. 1898, for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County;

which were awarded to you on July 23, 1936.

These copies are for your records and files.

Very truly yours,

Secretary

MBL

FORM 401 P. 2-36 5M

#1898
X

4-1107

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 6621

6TH FLOOR YEON BUILDING
Portland, Oregon

August 10, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: SAXTON & LOONEY
Portland, Oregon

It is our understanding that Saxton & Looney have been awarded a graveling and resurfacing job on the Wolf Creek Highway at the Elsie Necanicum Junction.

We anticipate furnishing petroleum products on this operation and will therefore appreciate your completing the attached questionnaire and return in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

4-1107

Saxton & Looney & J. S. Risley,
324 Henry Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission awarded to you, on July 23, 1936, the contract covering the resurfacing of the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County, based on your low bid of $29,935.00.

The Commission also awarded to you on that date the contract covering the resurfacing of the Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County. This award was based on your bid of $29,585 less a lump sum reduction of $500 for receiving the award of both these jobs, as specified in letter accompanying your proposal.

Contract forms will be sent to you in a few covering these projects.

Very truly yours,

HBG:MC

Secretary

cc - S. H. Probert

FORM 5-8-1 1M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

4-1107

Const Projects Wolf Creek Hwy

June 22, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There is being submitted herewith special provisions, estimate, typical section and sketch map of the proposed improvement on the Wolf Creek Highway between Mecanicum Junction and Elsie. This is a State project authorized by the Commission for resurfacing and betterment of this section.

You will note that we have included the removal of slides, clearing and sloping of all slide areas, and rehabilitation of the roadbed fills where slips occurred. I have understood from Mr. Otten that he expects to get roadside improvement funds on this highway, which probably would take care of this part of the work. If this happens, then the contract could be altered accordingly or a provision written into the contract whereby this part of the work might be eliminated.

The Commission's authorization for this work was $30,000.00. Our estimate, which includes this slide removal and sloping of slide areas, totals $36,000.00.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

NOTED

SPECIAL PROVISIONS

Necanicum-Elsie, Regrading and Resurfacing

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A. M. (9:00 A. M.) on the ______________________________ day of July, 1936.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 7.5 miles of crushed rock resurfacing and of the performance of certain incidental clearing and grading work, on the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County.

The west end of the project is at Station 8+00.9 (Mile Point 0.15), near the point of junction of the Wolf Creek Highway with the Oregon Coast Highway at Necanicum. The east end of the project is at Station 603+60 (Mile Point 11.2), which station is near the junction of the Wolf Creek Highway with the road leading from Elsie to Jewell.

The clearing and grading work to be done is located at various locations throughout the length of the project. The crushed rock resurfacing is confined principally to that portion of the project which lies between Stations 180+00 (Mile Point 3.7) and 603+60 (Mile Point 11.2).

CLASS OF PROJECT

The project to which this contract applies is a "State Project". It is to be financed by the State without aid from the Federal Government.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than November 30, 1936.

Necanicum-Elsie
Regrading and Resurfacing

CLEARING AND GRUBBING

Work to be Done:

Under this specification, the contracter shall perform such clearing and grubbing work and/or shall remove and dispose of by burning all trees, snags, brush, logs, stumps, roots and other vegetable matter and debris encountered on the following described areas:

1. The entire areas on which slide removal excavation work is performed.
2. The areas to be occupied by borrow excavations.
3. The areas of existing uncleared right of way to be occupied by resloping operations.
4. Such additional areas as the engineer may designate.

Standard Specification to Apply:

The clearing and grubbing work described above shall be performed in accordance with the standard specification for "Clearing and Grubbing" as given in Section 7 of the standard specification form.

Payment:

Payment for the performance of the clearing and grubbing work as above specified will be made at the price bid per acre for "Clearing and Grubbing." The number of acres to be paid for at the unit price bid shall be the number of acres on which the work above described is actually performed in accordance with the specifications and to the satisfaction of the engineer.

GRADING WORK

Work to be Done:

The grading work to be done under this contract shall consist of the following items of work to be performed at such locations within the limits of the project as the engineer may designate:

1. Removal of slide material now on the roadbed and such additional slide material as may come onto the roadbed befor completion of the work to be done under this contract.
2. Widening of cuts and/or making of borrow pits to secure additional material for embankment construction purposes.
3. Sloping, shaping and trimming of all cutbanks, including borrow pits, within areas from which excavated materials are to be obtained.

4. Excavation of surface ditches, roadbed ditches and drain ditches.

5. Building up of settled and eroded portions of roadbed and widening of existing fills, using materials from the slides and other excavations to be made as above indicated.

Specifications:

The grading work and other excavation work above mentioned shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Pay Excavation:

All excavation involved in the grading work and other excavating work above mentioned will be considered pay excavation.

The excavation required in the trimming up of the roadbed and in the preparing of the subgrade for surfacing, as specified in the standard specification for "Rock Surfacing (Section 10 of the standard specification form), will not be considered pay excavation. Payment for that excavation will be understood to be included in the payments to be made for the construction of the surfacing.

Classification:

All pay excavation shall be classified in accordance with the single classification basis of classification described in Section 8 of the standard specification form.

Payment for Hauling:

Payment for the hauling of those materials which are hauled less than five hundred (500) feet shall be understood to be included in the price bid per cubic yard for "Excavation, Single Classification."

For the hauling of those materials which are hauled more than five hundred (500) feet, payment will be made at the price bid per yard mile for "truck haul," it being understood that the pay haul volumes are to be determined by measurement of the materials in their original positions prior to excavation and that the pay haul distances are to be measured in half-mile units, fractional half-miles to be allowed for as full half-miles. In general the materials will be deposited within one-half mile of the point at which they are excavated.

Construction of Embankments:

Embankment materials placed on top of the existing roadbed shall be placed in six (6) inch layers and each layer shall be thoroughly compacted by rolling or other means approved by the engineer.

Embankment materials placed on the side slopes of existing embankments shall, to such extent as is practicable, be placed in horizontal layers of thicknesses not exceeding twenty-four (24) inches.

Sloping and Shaping:

All cutbanks, including borrow pits, and all embankment slopes which are in any way involved in the grading activities under this contract shall be sloped to the slope ordered by the engineer and shall be trimmed, shaped and otherwise treated to the end that all areas involved in the grading work shall present a neat and workmanlike appearance.

The back slopes of excavations in slide areas will, in general, be flatter than 1:1 and shall be blended with the existing slopes of stable cuts on either side thereof in smooth flowing lines as ordered by the engineer.

Payment for the sloping and shaping work as described above will be understood to be covered and included in the prices bid for "Excavation, Single Classification" and no separate or additional payment will be made for that work.

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for earthwork performed under this contract shall be as stated in the standard specification. The pay items for earthwork will be as follows:

1. Excavation, Single Classification
2. Truck Haul

ROCK SURFACING

Work to be Done:

Under this specification, the contractor shall construct a crushed rock resurfacing on that portion of the project which lies between Station 180 (Mile Point 3.4) and Station 603+60 (Mile Point 11.2) and also on other portions of the project where designated by the engineer.

Specifications:

The standard specification for "Rock Surfacing" as given in Section 10 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow.

Kind, Quality and Source of Materials:

The materials to be used in the construction of the rock surfacing shall be clean crushed rock, manufactured from the hardest, most durable and otherwise most suitable rock available from the State-owned quarry located on the north side of and adjacent to the highway at Station 438 (Mile P int 8.3).

Necanicum-Elsie
Regrading and Resurfacing

The contractor will be permitted to take materials from this source without payment of royalty or other charge, but all costs of developing the quarry, including the clearing and grubbing work and the removal of overburden, shall be borne by the contractor.

Size of Materials:

The crushed rock to be used in the rock surfacing shall be of two sizes: base materials and top materials.

All of each size of materials shall pass a screen having openings of a certain size, and at least ninety (90) per cent of each size of materials shall be retained on a screen having openings of a certain other size. The sizes of these openings shall be as follows:

	Size of Openings in Screen Through Which All Must Pass	Size of Openings in Screen on Which 90 Per Cent Must Be Retained
Base Materials	3-inch Circular	0-inch Circular
Top Materials	1-inch Circular	0 inch

Each size of material shall be well graded between the specified maximum and minimum size limits.

Preparation of Subgrade:

Preparatory to the placing of the surfacing materials, the subgrade shall be prepared as specified in the standard specification, except that rolling of the subgrade will not be required.

All existing surfacing shall be thoroughly loosened by scarifying. Scarifying of unsurfaced sections of subgrade will be required only where necessary to make possible the satisfactory trenching and shaping of the subgrade.

Construction of Base Course:

Base materials shall be deposited on the subgrade at a rate of from 20 to 25 cubic yards per 100-foot station, after which the base materials shall be thoroughly mixed with the existing surfacing materials by blading the materials back and forth across the roadway. After the mixing is completed, the materials shall be shaped to the cross section shown on the plans and rolled until throughly compacted.

On the base course constructed as above specified, top materials shall be spread at a rate of from 10 to 15 cubic yards per 100-foot station, and, if ordered by the engineer, filler material of the kind described in the standard specification for filler shall be mixed with the crushed rock in such quantity as the engineer orders, but not in excess of two cubic yards per 100-foot station.

The materials shall then be spread to specified crown and to smooth surface and compacted by rolling. While the rolling is in progress, such blading shall be done as may be necessary to eliminate irregularities and to produce a uniformly smooth surface.

Rolling:

The rolling of each of the courses of the surfacing shall be done with suitable three-wheeled ten-ton rollers. A single roller will not be expected to perform the rolling for more than fifteen (15) cubic yards of material per hour, and additional rollers must be provided when materials are being placed at a greater rate.

The rolling shall in all cases begin at the sides of the roadway, overlapping the shoulders, and shall progress toward the center of the roadway, thoroughly covering the entire surface of the roadway with the rear wheels.

Responsibility for Maintenance:

The contractor will be required to constantly blade and otherwise maintain the surfacing, keeping it free from raveling or other defects until such time as all work to be done under the contract is completed to the satisfaction of the engineer.

Measurement and Payment:

The basis of measurement and payment for the furnishing of the surfacing materials and the construction of the surfacing will be the same as is specified in the standard specification for "Rock Surfacing," except that the prices bid for the surfacing materials will not be understood to include payment for the hauling of the materials.

The hauling of the materials will be paid for at the price bid per yard mile for "Hauling Crushed Rock, Truck Measure," it being understood that the haul distances will be measured in half-mile units and that fractional half-miles will be allowed for as full half-miles.

The pay items for the construction of the rock surfacing, including the furnishing and hauling of the materials, will be as follows:

1. Base Materials in Surfacing
2. Top Materials in Surfacing
3. Hauling Crushed Rock, Truck Measure
4. Filler
5. Hauling Filler

CRUSHED MATERIALS IN STOCKPILES

Standard Specifications to Apply:

The standard specifications for "Crushed Materials in Stockpile - Specification 'B'"as given in Section 16 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow.

Kind, Quality and Size of Materials:

The crushed materials to be furnished and stockpiled under this contract shall be crushed rock of the same kind, quality and size as is hereinbefore specified for the crushed rock to be used in the construction of the top course of the rock surfacing. It will hereinafter be called 1" - 0" crushed rock.

Measurement and Payment:

Measurement and payment for the crushed rock furnished under this contract shall be as stated in the standard specification for "Crushed Materials in Stockpile - Specification 'B'" as given in Section 16 of the standard specification form. The pay items shall be as follows:

1. 1" - 0" Crushed Rock in Stockpile
2. Hauling Crushed Rock, Pile Measure

MISCELLANEOUS PROVISIONS

Signs to be of Standard Designs:

The signs to be furnished and used by the contractor in directing, controlling and safeguarding traffic shall conform with the standard sign designs of the State Highway Department, copies of which sign designs will be furnished the contractor upon request.

The signs may be purchased of the State Highway Department if the contractor so desires.

Burning:

The attention of the contractor is called to the fact that the burning involved in the clearing work must be performed in accordance with the requirements of the State Forester and without damage to standing trees within or alongside the right of way.

Necanicum-Elsie
Regrading and Resurfacing

ESTIMATE

Item	Quantity	Unit Price	Amount
Clearing and Grubbing	5 Acres	$400.00	$ 2,000.00
Excavation, Single Classification	18,000 Cu. Yds.	0.40	7,200.00
Truck Haul	9,000 Yd. Mi.	0.10	900.00
Base Materials in Surfacing	10,000 Cu. Yds.	1.00	10,000.00
Top Materials in Surfacing	6,000 " "	1.10	6,600.00
Hauling Surfacing Materials	36,000 Yd. Mi.	0.10	3,600.00
Filler	500 Cu. Yds.	0.50	250.00
Hauling Filler	500 Yd. Mi.	0.10	50.00
1" - 0" in Stock Pile	2,000 Cu. Yds.	1.10	2,200.00
Hauling Crushed Rock, Pile Measure	1,000 Yd. Mi.	0.10	100.00
			$32,900.00
	10 per cent		3,290.00
	Total Estimated Cost		$36,190.00

CONTRACT# [redacted] 1899

FA 195-C Salt Cr.-Gold Lake Trail Sec., 1936
Willamette Hwy.
1897

1819

RECEIVED
SEP 19 1938
FOR FILING
195-C

September 19, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir,

This acknowledges receipt of your letter of September 16 enclosing three copies of a notice of claim by Crescent Lake Store in the sum of $130.21 against Parker-Schram Company, for work on state highway contract No. 1819, for grading the Salt Creek-Gold Lake Trail of the Willamette Highway, in Lane County.

We have noted this claim in our records of this job and will today forward copies of the notice thereof to the contractors and their surety, Glens Falls Indemnity Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

September 19, 1938

GLENS FALLS INDEMNITY COMPANY
Rodgers, Hart, Banks Company, Agents
Pittock Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Crescent Lake Store in the sum of $130.21 against Parker-Schram Company for tools and supplies furnished in connection with the work of grading the Salt Lake-Gold Lake Trail Section of the Willamette Highway, in Lane County.

Inasmuch as you are this Company's surety on this job we are handing you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Parker-Schram Company

Crescent Lake, Ore.,

Sept. 15, 1938.

To The State of Oregon,

Salem, Oregon

Notice is hereby given that the undersigned Crescent Lake Store has a claim for tools and supplies in the sum of $130.21 against the bond taken from Glens Falls Indemnity Company for the work of Parker-Schram Construction Company on State Highway Contract No. 1899.

Crescent Lake Store

Fred R.Hall, Owner.

FRED R. HALL

Endorsed: File No. 2816
Filed September 16, 1938
EARL SNELL,
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

September 16, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Crescent Lake Store for $130.21 against the bond taken from Parker-Schram Construction Company, principal, and Glens Falls Indemnity Company, surety, for work on state highway contract No. 1899, which was received and filed in this office today.

A copy of Mr. Hall's letter transmitting the notice of claim is also enclosed for your information.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

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COPY

Crescent Lake, Ore.,
Sept. 15, 1938.

Secretary of State
Salem, Oregon.

Dear Sir:

I am writing you in regard to an account owed me by Mr. Frank Hardman, He owes me $130.21 for tools and supplies purchased by him for work on the Willamette highway. He was a sub-contractor under Parker-Schram Construction Co. Parker-Schrams contract Number was 1899.

I have written the highway commission and they advised me to file a claim with you and the bonding company. However, I realiaze that the time limit for such a claim has expired. At the time the job was finished, which was in the fall of last year, Mr. Hardman told me that he had not received a final settlement from Parker-Schram. I immediately started corresponding with them on the matter, but could not get any satisfaction.

Last winter I turned the account over to the Professional Credit Service Company in Eugene, for collection. They entered suit through their agent in Baker, The Baker Adjustment Bureau, and got a judgement, but have not been able to collect anything on it.

The Parker-Schram Company know of the claim nine months before their final settlement with the State, but did not do any thing about it. If there is any advise you can give me on this matter I would be very grateful. I thought I was safe in notifying the main contractor and that he would protect me, but such was notthe case.

Mr. Harmans contract was for clearing and burning, before the contractor started the grading. The account was run between Aug. 27th and Nov. 1st 1936. According to the highway commission, the job was accepted by them on Nov. 17, 1937.

I am enclosing a claim as per instructions of the Oregon State Highway Commission. Please advise me.

Yours truly,

Crescent Lake Store
Fred R. Hall

FRED R. HALL

#1899

RECEIVED
SEP 15 1938
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195-C

September 13, 1938

Mr. Fred R. Hall,
c/o Crescent Lake Store
Crescent Lake, Oregon

Dear Sir:

I have your letter of September 11 advising that Frank Hardman, subcontractor with the Parker-Schram Company who did some grading work on the Willamette Highway, owes you the sum of $130.21.

I presume that you have reference to State Highway Contract No. 1899 covering the grading of the Salt Creek-Gold Lake Trail Section of the Willamette Highway, in Lane County, which contract was awarded by the State Highway Commission to Parker-Schram Company on July 23, 1936.

The bond furnished by the contractor in connection with this job was written by the Glens Falls Indemnity Company for whom Rogers, Hart, Banks Company are the local agents with offices in the Pittock Block, Portland.

According to Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which I am enclosing, claims against contractors must be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the contract and acceptance of the same by the State Highway Commission. Our records disclose that this job was completed by the contractor on October 14, 1937 and was accepted by the Highway Commission on November 17, 1937. The six-month period, therefore, for the filing of claims with the Secretary of State has expired. Nevertheless, I would suggest that you file your claim with the Secretary of State and also with the bonding company. It might be well also to notify the Parker-Schram Company of your claim. Their address is 515 Couch Building, Portland.

Yours very truly,

Secretary

HBG:MC
encl.

September 13, 1936

Glens Falls Indemnity Co.,
Rogers, Hart, Banks Co.,
Pittock Block
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. Fred R. Hall, of Crescent Lake, Oregon, advising that a Mr. Frank Hardman, who was a subcontractor under Parker-Schram Company on the grading job on the Willamette Highway, in Lane County, owes him $130.21 for tools and other miscellaneous items furnished in connection with this project. This is State Highway Contract No. 1899 which was awarded to Parker-Schram Company on July 23, 1936, covering the grading of the Salt Creek-Gold Lake Trail Section of the Willamette Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

HDG:MS Secretary

cc - Parker-Schram Company
515 Couch Building
Portland, Oregon

Crescent Lake, Ore.,
Sept. 11, 1938.

State Highway Commission
Salem, Oregon

Dear Sirs;

I am writing you in regard to an account I have against one Frank Hardman.

In the fall of 1936 he took a sub-contract from the Parker-Schram Construction Co., to clear the section of the Willamette Highway that they graded last year. The account is for tools, etc., furnished during the time that he was working on that job. I have been able to collect a small portion of it but there is still a balance of $130.21.

I was told yesterday that those contractors are under bond and that all bills have to be cleared. I realize it is rather late to call this to your attention, but if there is anything you can do to help me collect this bill, I would be very grateful.

Please let me hear from you, and any advise that you can give me will be appreciated.

Yours truly
Fred R. Hall
Crescent Lake Store
Fred R. Hall, owner.

ANSWERED
H B. G.

RECEIVED
[illegible] 1938

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by

Secretary

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December 29, 1937

GLENS FALLS INDEMNITY COMPANY
Rodgers Hart Banks Company, Local Agents
Pittock Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1899 for the grading of 0.80 mile on the Salt Creek-Gold Lake Trail of the Willamette Highway, in Lane County, has been completed by the contractor, Parker-Schram Company, and that final settlement will be made by the State with said Contractor for work done under said contract on or after January 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $98,555.90, including the final payment. In addition, there will be a force account payment of $245.31.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

R.H. Baldock

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FEB 23 1938
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NOTED

ecember 20th, 1937

FINAL COST ANALYSIS
Salt Creek-Gold Lake Trail Section
Willamette Highway
Contract 1899 Prefix 20-1018

Parker-Schram, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,270.03	100%			$6,500.00
Extra Clearing & Grubbing	757.91	1.396 Acres	542.87	650.00	907.47
Fell Danger Trees	150.92	200 Sq. Ft.	0.755	2.00	400.00
Trench Excavation	2,364.06	810.9 Cu. Yd.	2.915	2.00	1,621.80
Common "	4,321.56	22,000 Cu. Yd.	0.196	0.50	11,000.00
Intermediate Excavation	6,380.26	20,535.5 Cu. Yd.	0.311	0.50	10,267.75
Solid Rock "	38,678.37	73,016.6 Cu. Yd.	0.530	0.50	36,508.30
Overhaul	3,011.60	200,773 Yd. Sta.	0.0150	0.015	3,011.60
Truck Haul	93.82	551.9 Yd. Mi.	0.170	0.18	99.34
Finish Roadbed & Slopes	969.83	.8 Mile	1,212.29	750.00	600.00
Rounding Outbanks	266.45	2,623 Lin. Ft.	0.101	0.10	262.30
9" Perf. Corr. Iron Pipe	2,923.06	1,892 lin. ft.	1.545	1.75	3,311.00
24" " " " "	875.45	244 " "	3.588	3.75	915.00
Rock Backfill in Drains	2,312.96	1,057 cu. yd.	2.188	3.00	3,171.00
Class "D" Concrete	11,595.99	477.54 cu. yd.	24.28	28.50	13,609.89
Metal Reinforcement	3,612.52	84,012.19 lb.	0.043	0.065	5,460.79
PA #1 Extra Felling Danger Trees	601.04	796.5 sq. ft.	0.755	1.00	796.50
PA #2 Cement Adjustment at $2.55 per Bbl.		- 73.75 Bbl.	Deduct		- 188.06
PA #3 Furnishing & Installing 9" C.I.P. Elbows	35.00	4	8.75	9.00	36.00
Force Account	269.84				245.31
	$86,490.67				$98,535.99
Cookhouse & Lodging	8,544.39	6217 man days	1.374	1.00	6,217.33
	$95,035.06				$104,753.32

Gross Revenue	$104,753.32
Total Cost	95,035.06
Net Profit	$9,718.26

Net Profit Equals 9.3% of Gross Revenue

Contract 1899

DETAIL OF COST

Labor:

Supervision	$3,103.42	
Labor	32,267.06	
State Industrial Accident Insurance 6½%	2,298.95	
Unemployment Compensation 1% 1936, 2% 1937	542.28	
Old Age Benefit 1% 1937	188.59	
		$38,398.30

Materials:

9" Perf. C.I.P.	1892	lin. ft. at 0.93	1,759.56	
" " " " " Bends	116	at 1.23	142.68	
24" " " " "	244	lin. ft. at 2.61	636.84	
" " " " " "	12	at 2.88	34.56	
Cement	797.75	bbl. at 2.84	2,265.61	
Gravel	375.8	cu. yd. at 0.60	225.48	
Freight on Gravel	563.5	ton at 0.90	507.15	
Sand	270.0	cu. yd. at 1.00	270.00	
Freight on Sand	702.0	ton at 0.90	315.90	
Metal Reinforcement	84,012.19	at 0.04 less $403.19		
		Installation Labor	2,957.30	
				9,115.08

Miscellaneous:

Equipment Rental	12,088.84	
Hired Trucks	8,354.31	
Gas, Oil & Grease	2,971.05	
Explosives	7,413.28	
Lumber - Delivered on Job	1,173.51	
Hauling Aggregates	441.69	
Move In and Freight	1,004.32	
Camp Expense	893.67	
Small Tools & Misc. Expense	2,655.73	
Overhead Expense	3,580.47	
Home Office Expense 1% of Revenue	985.36	
Bond 1% of Revenue	985.36	
Cookhouse Expense	4,974.09	
		47,521.68

Total Cost	$95,035.06

Contract 1899

REMARKS:

This is a Federal Aid Project consisting of 0.80 miles of grading and a 10' x 10' concrete box culvert. The bid was awarded on July 23, 1936. Work started August 27th, and discontinued for the winter on December 12th, after completing 48% of the job. Work was resumed on June 19, 1937 and completed on October 9th, 1937.

Clearing and grubbing, amounting to 12.35 acres, was heavy and consisted of pine, fir, hemlock and spruce. Trees averaged from two to four feet in diameter. Falling was started August 27th, 1936, logs and stumps being piled by a team and 40 h.p. cat. Work was constantly delayed on account of fire hazard, and no burning was permitted until November 1st. By the time work was discontinued in December, 95% of clearing, grubbing and burning, 0.77 acres of extra clearing and grubbing, and felling of 200 sq. ft. of danger trees had been completed. In the summer of 1937, the balance of clearing and grubbing and .63 acre of extra clearing and grubbing, and extra felling of 601.04 sq. ft. of danger trees was accomplished. The cost of clearing and grubbing amounted to $588.66 per acre, extra clearing and grubbing $542.87 per acre and all felling danger trees 0.755 per sq. ft.

Trench excavation, 50% of which was taken from the site of the Salt Creek box culvert, consisted mainly of solid rock, required slightly over a pound of powder to the cu. yd. and was removed by hand labor, which accounts for the comparatively high unit cost of this item.

Grade excavation laid in three strata. The upper stratum consisting of top soil, averaged three feet in depth and was classified as common. A 95 h.p. cat and 12-yard Carryall scraper were brought in to move this material, but the scraper broke down the first day and was discarded. Thereafter 75% of the common material was moved and compacted with a cat and dozer, the balance by a 1 3/4 yd. diesel shoveland four 4-yard hired trucks, working two 8-hour shifts per day.

The middle stratum consisted of gravel and hard clay and averaged four feet in depth and was classified as intermediate. About 60% of this material was shot to facilitate handling. About 75% of the yardage was moved and compacted by a cat and dozer, the balance by shovel and trucks.

The bottom stratum consisted of cement gravel, boulders and solid rock and was classified as solid rock. This material shot up fine and required 3/4 pound of powder per cu. yd. Excavation was handled with good production by shovel and trucks.

All excavation was done in fairly good weather, the common and intermediate in the fall of 1936 and the solid in the summer of 1937. The haul roads were steep, but hauling distances were short.

Slopes were finished as excavation progressed. In 1937 most of the material moved beingsolid, there was a lack of fines which increased the cost of finishing. Cost of this item was further increased since sloping done in 1936 had to be redone when excavation was resumed in each cut.

Remarks - Cont'd.

Material for rock backfill was quarry run from a county side 3½ miles from point of deposit. Rock was drilled partly by hand and balancy by mechanical drills, loaded with a 3/8-yard truck shovel, hauled in 4-yard trucks, dumped over a chute to the culvert site and placed by hand labor.

A wooden flume was erected to divert the flow of Salt Creek during construction of the 10' x 10' concrete box culvert. Lumber for forms, cement house and bunkers was secured from a yard near the job and hauled in by truck. Gravel and sand for concrete cost $0.60 and $1.00 per cu. yd. respectively in Eugene. Rail freight to Odell Lake was $0.90 per ton or $1.35 per cu. yd. for gravel and $1.17 per cu. yd. for sand. Truck haul from Odell Lake to the box site cost $0.68 per cu. yd. Delivered cost for gravel was $2.634 per cu. yd., for sand $2.854 per cu. yd. Cement cost $3.05 per bbl. delivered less $0.10 per bbl. discount and $0.10 credit for returned sacks. Forms were built and concrete poured in six weeks' time between Oct. 1st and Nov. 14th, 1936.

Metal reinforcement for the box culvert was purchased from Soule Steel Co. at $0.04 per lb. in place. The steel company delivered the steel and furnished two experienced applicators to do the installation.

High cost of supplies made it impossible to properly operate the cookhouse within the limit of established revenue.

A small profit was earned by the contractor be efficient operation on most items in spite of high cost of some supplies and disadvantage of late rains for burning in the fall of 1936.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#1899

RECEIVED
NOV 1937
FOR FILING
195-e

November 26, 1937

Glens Falls Indemnity Company,
Rodgers Hart Banks Co.,
[illegible] Title & Trust Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Parker-Schram Company on Contract No. 1899 for the construction of the Salt Creek-Gold Lake Trail Section of the Willamette Highway in Lane County. This payment will be made on or after December 6, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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IN YOUR REPLY PLEASE REFER TO FILE 195 C

IN REPLY PLEASE REFER TO FILE NO.

November 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

We are sending to your office today by express the following final records on the Salt Creek-Gold Lake Trail Section of the Willamette Highway:

1-100' Construction Map (Detail Paper)
1-Profile (Tracing cloth)
1-Mass Diagram (Hard Green)
1-Book Plotted Cross-Sections
1-Book Computation Sheets
2-Material Receipt Books
2-Books Culvert Calculations (by Bridge Dept.)
1-Notebook Box culvert (by Bridge Dept.)
1-Notebook Cross-Section Notes
1-Notebook (Drain Tile, Trench Excavation and Culverts)
1-Notebook (Extra Clearing, Danger Trees & Misc.)
1-Notebook (Transit, Level & Grades)
1-Notebook (Location Levels & Cross-Section)
1-Set Cement Receipts
Letter of Explanation of Overruns and Underruns
4-Copies of Estimate & 3 of Quantity Summary
Payrools and bills on Extra Work Order No. 1

We are enclosing herewith six copies of Price Agreement No. 3 covering the furnishing and installation of four corrugated iron pipe elbows. We are also enclosing a copy of a letter from Mr. Slavens relative to cement adjustment. We have corrected the estimate and quantity summary in accordance with Slavens' letter.

Very truly yours,

K. D. LYTLE
Division Engineer

By
R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock
J. W. McCallister

DE EPC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 195-C

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of **Oregon FAP 195-C, Salt Creek-Gold Lake Trail Section, Lane County,** was made by a representative of this office on October 14, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 333—5M—12-36

195-e

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
[illegible] 1 1 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending October 9, 1937

Section	Salt Creek- Gold Lake Trail	*Kind of work*	Grading
Highway	Willamette	*Section prefix*	20-1018
Contractor	Parker-Schram	*Contract number*	1899
Date of contract	July 23, 1936	*Date of completion*	Oct. 31, 1937
Date work started	August 21, 1936	*Estimated date of completion*	, 193
Amount of contract	$ 102,235.00	*Per cent of time elapsed*	95.7 %

Estimated cost of completed project, exclusive of engineering $ 100,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5824.52, 5.8 % — *Date project was completed* October 9, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The only work performed on the project during the week was final finishing With the exception of the disposal of the camp and other work connected with the cleaning up of the camp site the work will be practicaly completed to-day

The Engineering crew spent the week in remeasuring cuts and working on the final records

K.D.Lytle was over the project Friday Of this week,and while here also went over the Located B2 line between the end of this project and Salt Creek Falls

1937

NOTED
H. N. HACKETT

Signed C. C. Slaven

Address Box 48 Crescent Lake Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.8				
Miles partially completed					
Miles completed	0.8				
Total estimated quantities	116,000				
Estimated quantities moved or placed to date	116,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Le ne COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull dozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	snow		
Monday	rain		
Tuesday	2		
Wednesday	cloudy		
Thursday	clear		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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OREGON
STATE HIGHWAY COMMISSION

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OCT 9 1937
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Item 195-C

Sept. 20th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith copy of a letter written by Mr. Slavens relative to the change in the limits of Federal Aid project 195-C.

If this change meets with your approval, will you please advise me?

Very truly yours,

K. D. Lytle RRS.

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. C. C. Slavens

KDL:AF

R.H. Baldock
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195-e

Cost Analysis to July 15th, 1937
Salt Creek-Gold Lake Trail Section
Willamette Highway
Contract 1899 Prefix 20-1018

Parker-Schram, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,605.21	95%	$615.80	$500.00	$6,175.00
Extra Clearing and Grubbing	434.98	.77 Acres	564.90	650.00	500.50
Fell Danger Trees	150.00	200 Sq. Ft.	0.75	2.00	400.00
Trench Excavation	1,299.50	397.4 Cu. Yd.	3.27	2.00	794.80
Common "	2,600.12	13,000 Cu. Yd.	0.20	0.50	6,500.00
Intermediate Exc.	3,768.08	12,000 Cu. Yd.	0.314	0.50	6,000.00
Solid Excavation	16,583.93	30,000 Cu. Yd.	0.553	0.50	15,000.00
Overhaul	1,020.00	60,000 Yd. Sta.	0.017	0.015	900.00
Rounding Cutbanks	120.00	1,500 Lin. Ft.	0.08	0.10	150.00
24" Culvert Pipe	745.56	228 Lin. Ft.	3.27	3.75	855.00
Class "D" Concrete	10,730.32	477.54 Cu. Yd.	22.47	28.50	13,609.89
Metal Reinforcement	3,204.16	77,321.63 Lbs.	0.041	0.065	5,025.91
Cement Adjustment at $3.05 a bbl.		78.75 Bbl.		Deduct	240.19
					$55,710.29
Cook House & Lodging	5,723.55	3,555 Man Days	1.61	1.00	3,555.17
	$53,985.41				$59,265.46

Gross Revenue	$59,265.46
Total Cost	53,985.41
Net Profit	$5,280.05

Net Profit Equals 8.9% of Gross Revenue

NOTED

Contract 1899 Prefix 20-1018

Details of Cost

Labor:			
Supervision		$1,565.38	
Labor		19,011.43	
State Industrial Accident Insurance		1,337.49	
Unemployment Compensation		246.44	
Old Age Benefit		40.67	
			$22,201.41
Materials:			
24" C.I.P. Dipped & Paved	228 lin. ft. at 2.61	595.08	
24" Bands	8 at 2.88	23.04	
Cement	830 bbl. at 3.05	2,531.50	
Gravel	375.8 cu. yd. at 0.60	225.48	
Frt. on Gravel	563.7 ton at 0.90	507.33	
Sand	270.0 cu. yd. at 1.00	270.00	
Frt. on Sand	351.0 ton at 0.90	315.90	
Metal Reinforcement	77,321.63 lb. at 4.00 cst. Less $403.19 Labor	2,689.68	
			7,158.01
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		7,883.14	
Truck Rent	693 hrs. at 2.25	1,559.25	
Gas, Oil & Grease		1,737.70	
Explosives		3,696.00	
Freight - Moving In		874.27	
Cook House Supplies		3,690.60	
Camp Supplies		400.12	
Office Supplies		154.41	
Miscellaneous Supplies & Small Tools		1,926.03	
Lumber		754.61	
Bond		557.10	
Partial Home Office Expense		1,392.76	
			24,625.99
	Total Cost		$53,985.41

Contract 1899 Prefix 20-1018

REMARKS:

This is a Federal Aid Project consisting of 0.80 mile of highway grading. The bid was awarded July 23, 1936, and work was started on August 27th. On December 12th, work was discontinued for the winter after having completed 48% of the job. Work was resumed June 19th, 1937, and at present date is 55% complete.

Clearing, amounting to 12.35 acres, was heavy and consisted of pine, fir, hemlock and spruce. Trees averaged from two to four feet in diameter. Falling was started August 27th, 1936, logs and stumps being piled with a team and a 50 H.P. cat. Work was constantly delayed on account of fire hazard, and no burning was permitted until November 1st. By the time work was discontinued in December, 95% of clearing, grubbing and burning, 0.77 acre of extra clearing and grubbing and felling of 200 sq. ft. of danger trees had been completed.

Of the trench excavation completed to date, 80% has been taken from the site of the box culvert at Salt Creek, and the adjacent channel change. Considerable amount of solid rock was encountered in all trench excavation, making it necessary to drill and shoot. All material was removed by hand labor, accounting for the comparatively high cost of this item.

Excavation material lay in three stratas. The top strate consisting of top soil averaging one to two feet in depth and was classified as common. A 95 H.P. cat and carry-all scraper were brought in to move this material, but the scraper broke down the first day and was discarded. Thereafter all common was handled by a bulldozer working two 8-hr. shifts.

The second strate consisted of gravel and hard clay, averaging one to two feet in depth and was classified as intermediate. Some blasting was required to loosen this material. The bottom layer was cement gravel, boulders and solid rock. This material shot up fine and fair progress was made on both intermediate and solid excavation by a 2-yd. diesel shovel and five 5-1/2 ton hired trucks. A cat and dozer was used to spread the material and to compact it in the embankments. All cuts were opened up last fall and most of the material moved was common and intermediate class. Slopes were finished as the excavation progressed. This year most of the material moved has been intermediate and solid which has made grade finishing difficult on account of a lack of fines. Most of the finishing on slopes done last year had to be redone when excavation was resumed in each cut.

A wooden flume was erected to divert the water of Salt Creek during construction of the 10' x 10' concrete box culvert. The cost of cement and mineral aggregate materials was high. The cost of metal reinforcement was low and the work of installation of the steel was done by two experienced men sent out by the company which furnished the material. Good progress was made on the culvert which was completed in two months.

The profit earned last fall through well organized grading operations and a favorable contract on reinforcing steel has been somewhat reduced this year as a greater amount of excavation was solid classification.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 13 1937
FOR FILING
195-e

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

Aug. 12th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Reference is made to your letter of August 11th, to C. C. Slavens.

Data supporting the unit price given for cement deductions on the Salt Creek-Gold Lake Trail project, covered by Price Agreement #2, were sent to your office on August 6th.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock
cc. C. C. Slavens

RW:AF

FORM 5-A-7 4M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
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H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE No.

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195-e

AUG. 6th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Herewith two copies of invoice and credit memorandum for empty sacks returned to support Price Agreement #8 for cement adjustment on the Salt Creek-Gold Lake Trail Section of the Willamette Highway, contract 1899.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RH Baldock ✓

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MAR 24 1937
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195-e

NOTED
State Highway Engineer

COST ANALYSIS TO MARCH 1, 1937

Willamette Highway
Contract 1899

Salt Creek-Gold Lake Trail Section
Prefix 20-1018

Parker-Schram, Contractor
C. C. Slavens, Resident Engr.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Rev.
Clearing and Grubbing	$7,605.21	95%	615.80	500.00	6,175.00
Extra Clearing & Grub.	434.98	.77 Acre	564.90	650.00	500.50
Fell Danger Trees	150.00	200 Sq.Ft.	0.75	2.00	400.00
Trench Excavation	1,180.16	360.4 C.Y.	3.27	2.00	720.80
Common Excavation	1,400.00	10,000 C.Y.	0.14	.50	5,000.00
Intermediate Excav.	2,609.57	10,036.8 C.Y.	0.26	.50	5,018.40
Solid Excavation	8,833.99	21,033.3 C.Y.	0.42	.50	10,516.65
Overhaul	850.96	50,000 Y.S.	0.017	.015	750.00
24" Culvert Pipe	543.65	166 L.F.	3.27	3.75	622.50
Class "D" Conc.	10.730.32	477.54 C.Y.	22.47	28.50	13,609.89
Metal Reinforce.	3,204.16	77,321.63 L.F.	.041	0.065	5,025.91
Cement Adjustment at 3.05 bbl.		78.75 bbls.		deduct	240.19
					$ 48,099.46
Cook House & Lodging	4,557.12	2,831 Man Days	1.61	1.00	2,831.77
	42,100.12				$50,531.23

Gross Revenue	$ 50,531.23
Total Cost	42,100.12
Net Profit	$ 8,431.11

Net Profit Equals 16.7 % of Gross Revenue

EHC/H
March 16, 1937

Contract 1899 Prefix 20-1018

Details of Cost.

Labor:

Supervision	$ 1,021.82	
Labor	15,487.78	
State Industrial Accident Insurance	1,073.12	
Unemployment Insurance	165.10	
		$ 17,747.82

Materials:

24" Culvert Pipe	166 ft. at	2.61		$ 433.26	
" Bonds	6	2.88		17.28	
Cement	830 Bbls.	3.05		2,531.50	
Gravel	375.8 C.Y.	0.60		225.48	
Frt. on gravel	563.7 Tons	0.90		507.33	
Sand	270 C.Y.	1.00		270.00	
Ft. on Sand	351 Ton	0.90		315.90	
Metal Reinforces.	77321.63 lbs.	4.00	Cwt.		
	Less 403.19 Labor			2,689.68	
					$ 6,990.43

Equipment Rental, Supplies and Miscellaneous

Equipment Rental	$ 6,038.14	
Gas, Oil & Grease	990.07	
Explosives	2,297.33	
Freight Moving In	754.27	
Cook House Supplies	2,857.16	
Comp. Supplies	400.12	
Office Supplies	154.41	
Miscellaneous Supplies & Small Tools	1,426.03	
Lumber	754.61	
Bond	480.99	
Partial Home Office Expense	1,208.74	$ 17,361.87
Total Cost		$ 42,100.12

EHC/H
March 16,1937

Contract 1899, Prefix 20-1018

REMARKS:

This is a Federal Aid Project consisting of 0.80 miles of highway grading. The bid was awarded July 23, 1936 and work was started on August 27th. On December 12, work was discontinued for the winter after having completed 48% of the job. Weather conditions will probably delay resumption of work until May or June as this project is located at the summit of the Cascade Range.

Clearing, amounting to 12.35 acres, was heavy and consisted of pine fir, hemlock and spruce. Trees average from two to four feet in diameter. Falling was started Aug. 27th, logs and stumps being piled with a team and a 50HP Cat. Work was constantly delayed on account of fire hazard and no burning was permitted until November 1. By the time work was discontinued in December 95% of clearing, grubbing and burning had been completed. This included 0.77 acres of extra clearing and grubbing and felling 200 sq.ft. of danger trees.

Of the trench excavation completed to date, 90% has been taken from the site of the box culvert at Salt Creek and the adjacent channel change. Some solid rock which was encountered there had to be drilled and shot. All material was excavated by hand labor, accounting for the comparatively high cost of this item.

Excavation material lay in three stratas. The top stratta consisting of topsoil averaged one to two feet in depth and was classified as Common. A 95 H.P. Cat and carryall scraper were brought in to move this material but the scraper broke down the first day and was discarded. Thereafter all common was handled by a bulldozer working two eight hour shifts.

The second strata consisted of gravel and hard clay, averaged one to two feet in depth and was classified as intermediate. Some blasting was required to loosen this material. The bottom layer was cement gravel, boulders and solid rock and was classified as solid. This material shot up fine and good progress was made on both intermediate and solid excavation by a two cu.yd. Diesel shovel and five 3½ ton hired trucks. A cat and dozer was used to spread the material and to compact it in the embankments.

A wooden flume was erected to divert the water of Salt Creek during construction of the 10'x10' concrete box culvert. The cost of cement and mineral aggregate materials was high. The cost of metal reinforcement was low and the work of installation of the steel was done by two experienced men sent out by the company which furnished the material. Good progress was made on the culvert which was completed in two months.

Well organized grading operations and a favorable contract on reinforcing steel were contributing factors in the profit earned by the contractor to date on this project.

E.H. Clymer,
Cost Analyst

By M.G.Smith,
Asst. Cost Analyst.

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AUG 21 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 195-C

RECEIVED
FEB 22 1937
STATE HIGHWAY COMMISSION

February 20, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon Federal Aid Project 195-C, Salt Creek-Gold Lake Trail Section of the Willamette Highway, covering period from July 6, 1936, to December 15, 1936, submitted in amount of $29,505.00.

Attention is called to the fact that the total of the items in the statement of labor and materials is $48,339.64. The Federal Aid on this prorated at 61% is $29,487.00. The voucher is being recommended for payment in this reduced amount.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. Andrews
F. E. ANDREWS
Senior Highway Engineer

29505.00
29487.00
18.00

8-89

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DEC 18 1936

x

195-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1936.

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are sending under separate cover the approved plans for Oregon Federal Aid Project 195 - C, Salt Creek - Gold Lake Trail Section of the Willamette Highway

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Non

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1936
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 195-C
Salt Cr.- Gold Lake Trail Sec.,
Willamette Hwy.

195-C

1936

November 20, 1936

Mr. R. H. Baldcok
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hypr 29678

Form P. R. 2

State Oregon

Project No. [illegible]-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of October, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1935, a project statement, which was approved by the Secretary on the [illegible] day of June, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 8th day of July, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-eight thousand, five hundred ninety-nine and no/100 dollars ($68,599.00) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 173, Laws of 1917, and from Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1368+78, at the west end of Section B of said project near the Northwest corner of T. 25 S., R. 6 E., about 1.3 miles west of the Klamath-Lane County line, and survey station 1407+80 about one-half a mile north-west of the southwest corner of Sec. 31, T. 23 S., R. 6 E., W.M.,

, length 0.785 of a mile~~s~~, in Lane County, being Section C of Oregon project No. 195, consisting of 0.785 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, *

~~of a mile in length.~~

preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of sixty-eight thousand, five hundred ninety-nine and no/100 dollars ($68,599.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twelve thousand, four hundred fifty-eight and no/100 dollars ($112,458.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon. (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

BDG.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 195-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $112,458.00 as the total estimated cost of said project, and the sum of $68,599.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of November one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon 195-C

October 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

OCT 2 1936

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

195-C

x

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Salt Creek-Gold Lake Trail Section, F. A. Project No. 195-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

OREGON STATE HIGHWAY COMMISSION

Oregon State Highway Department   Federal Aid Project No. 195-C

SALT CREEK-GOLD LAKE TRAIL SECTION

OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 21, 1936

All Required		Clearing and Grubbing		$ 6,500.00
1.0	acre	Extra Clearing and Grubbing	$ 650.00	650.00
200	sq. ft.	Felling Danger Trees	2.00	400.00
950	cu. yds.	Trench Excavation	2.00	1,900.00
24,000	cu. yds.	Common Excavation	0.50	12,000.00
23,000	cu. yds.	Intermediate Excavation	0.50	11,500.00
81,000	cu. yds.	Solid Rock Excavation	0.50	40,500.00
210,000	yd.sta.	Overhaul	0.015	3,150.00
2,000	yd. mi.	Truck Haul	0.18	360.00
0.80	mile	Finishing Roadbed and Slopes	750.00	600.00
5,000	lin. ft.	Rounding Cutbanks	0.10	500.00
1,100	lin. ft.	9" Perforated Corr. Iron Pipe	1.75	1,925.00
360	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.75	1,350.00
250	cu. yds.	Rock Backfill in Drains	3.00	750.00
520	cu. yds.	Class "D" Concrete	28.50	14,820.00
82,000	lbs.	Metal Reinforcement	0.065	5,330.00
			Subtotal	$ 102,235.00
			10% Engr. & Cont.	10,223.50
			Total	$ 112,458.50

Length 0.785 mile
Cost per mile $ 149,707.00

Federal Aid Funds Requested- -	$ 68,599.68 (61%)
State Funds- -	43,858.82
	$ 112,458.50

State Funds for Constr. Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint. Chap. 41, Laws 1927

FORM 8-A-1 8M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

195-e

August 25th, 1936

Parker-Schram Co.
515 Couch Bldg.
Portland, Oregon

Dear Sirs:

I note that no work has started on the Salt Creek-Gold Lake Trail Section of the Willamette Highway in spite of more than twenty days having elapsed since the awarding of the contract.

The most advantageous time to work in this country is during the fall months as quite frequently snow bothers until after the 4th of July, and even then the cuts are wet for a long time.

Will you please advise the cause of the delay in starting this work and when you intend to start operations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
K. D. Lytle

195-e

[illegible]

August 20, 1936

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1899 awarded to you on July 23, 1936, for grading of the Salt Creek-Gold Lake Trail Section of the Willamette Highway in Lane County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Geo. B. Rodgers John C. Banks Fred W. Rodgers

RODGERS-HART-BANKS CO.

GENERAL INSURANCE

Phone ATwater 8496

311 Pittock Block
Portland, Oregon

195-C

July 30, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen: In Re: Contract No. 18199

We have executed and are forwarding under separate cover by express four copies of the above contract, which covers the Salt Creek - Gold Lake Trail Section of the Willamette Highway.

Very truly yours,

RODGERS HART BANKS CO.

By: Geo B Rodgers

GBR:NC

FORM 8-A-1 10M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

195-C

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 29, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

In reply to your letter of July 27th, it has not been the policy of the Department to make deductions where small areas of the right of way were not cleared. In most all cases clearing and grubbing is let for a lump sum because it is very hard to accurately measure the actual area cleared and grubbed.

Extra clearing outside of the right of way limits is usually paid for under Price Agreement; the price to be agreed upon between the engineer and contractor. As the extra clearing may be very much heavier or very much lighter than the average clearing the cost in all fairness to the contractor cannot be based upon average contract bid price per acre.

The provision in the General Provisions, Section 8, Page 20, under the caption "Preservation of designated trees," was included to allow the engineer to trade with the contractor. That is, if there was some additional clearing outside of the right of way limits, the engineer might make arrangements with the contractor to do this extra clearing without cost in exchange for leaving a portion of the clearing within the clearing limits. In the present case, it is assumed that no deal or agreement was made with the contractor. If this is the case, the extra clearing should be paid for under price agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

195-C

29 1936

July 28, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have your circular letter under date of July 27th, in regard to special use permits from the Forest Service to cover the construction of highways through the National Forests.

We do not have in our office the complete file on the Salt Creek-Gold Lake Trail Section of the Willamette Highway and are not sure whether request for special use permit has been made for this section. If not, will you attend to the securing of the permit?

Very truly yours,

K. D. LYTLE
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. Wm. E. Chandler

CDC:AF

FORM 5-C-1 22770 5M 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

195-C

JUL 1936

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of July 27 requesting that we obtain a SPECIAL USE PERMIT for the construction of the Salt Creek-Gold Lake Trail Section of the Willamette Highway across the Willamette National Forest.

This permit was issued on August 1, 1935 and is the second extension of the original permit we obtained for the Odell Lake Section. A copy is attached for your information.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.
cc Mr. K. D. Lytle
cc Mr. C. C. Slavens

FORM 8-C-1 52775 8M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

195-e

JUL 1936

July 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of July 27 requesting that we obtain a SPECIAL USE PERMIT for the construction of the Salt Creek-Gold Lake Trail Section of the Willamette Highway across the Willamette National Forest.

This permit was issued on August 1, 1935 and is the second extension of the original permit we obtained for the Odell Lake Section. A copy is attached for your information.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.
cc Mr. K. D. Lytle
cc Mr. C. C. Slavens

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

175-e

July 27, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. W. E. Chandler,~~
~~Division Engineer,~~
~~Bend, Ore.~~

NOTED
State Highway Engineer

Dear Sir:

Will you kindly submit a Special Use' Permit for the graded construction across the Willamette National Forest for the Salt Creek-Gold Lake Trail Section of the Willamette Highway.

This should be attended to immediately as according to Mr. Buck's letter we should have obtained this permit before letting the contract.

Mr. Lytle, However, has had no trouble hitherto in obtaining these permits, and you should be able to obtain this without difficulty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

195-C

July 24, 1936

Parker-Schram Company,
815 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission yesterday awarded to you the contract covering the 0.80 mile of grading on the Salt Creek-Gold Lake Trail Section of the Willamette Highway, in Lane County. This award was based on the low bid submitted by you in the amount of $102,235.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

195-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 195-C, Salt Creek-Gold Lake Trail section of Willamette Highway, to Parker-Schram Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

195-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

x

RECEIVED
JUL 10 1936

July 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project No. 195-C, the Salt Creek-Gold Lake Trail section of the Willamette Highway, have been reviewed in this office and are being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority to advertise for bids.

There was insufficient time in which to check culvert plans, and our recommendation for approval is subject to any changesbeing made which are deemed necessary by this office.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

195-C

July 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Salt Creek-Gold Lake Trail Section of the Willamette Highway, Federal Aid Project No. 195-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-C

SALT CREEK-GOLD LAKE TRAIL SECTION

OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 6, 1936

All Required		Clearing and Grubbing		$ 8,000.00
1.0	acre	Extra Clearing and Grubbing	$ 600.00	600.00
200	sq. ft.	Felling Danger Trees	0.50	100.00
950	cu. yds.	Trench Excavation	1.00	950.00
24,000	cu. yds.	Common Excavation	0.30	7,200.00
23,000	cu. yds.	Intermediate Excavation	0.45	10,350.00
81,000	cu. yds.	Solid Rock Excavation	0.65	52,650.00
210,000	yd. sta.	Overhaul	0.02	4,200.00
2,000	yd. mi.	Truck Haul	0.15	300.00
0.80	mile	Finishing Roadbed and Slopes	400.00	320.00
5,000	lin. ft.	Rounding Cutbanks	0.10	500.00
1,100	lin. ft.	9" Perforated Corr. Iron Pipe	1.40	1,540.00
360	lin. ft.	24" Corr. Iron Pipe, Protected Invert	4.00	1,440.00
250	cu. yds.	Rock Backfill in Drains	3.00	750.00
520	cu. yds.	Class "D" Concrete	25.00	13,000.00
82,000	lbs.	Metal Reinforcement	0.06	4,920.00
			Subtotal	$ 106,820.00
			10% Engr. & Cont.	10,682.00
			Total	$ 117,520.00

Length	0.785 mile
Cost per mile	$149,707.00

Federal Aid Funds Requested- -	$ 71,687.20
State Funds- -	45,832.80
	$ 117,520.00

FORM 5-C-4 28779 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Primary

June 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am sending herewith special provisions, quantity summary, estimate of cost and profile on the Salt Creek Crossing-Gold Lake Trail Section of the Willamette Highway. In order that the data on that job be all in your office I am also enclosing the following:

1.	Earth Work Computation	15 Sheets
2.	Grade Comutation	10 Sheets
3.	Clearing Computation	10 Sheets

Please note that no specifications were written covering the 10 x 10 box culvert.

In order to provide a price for truckhaul I have added that item to the estimate. There has also been added 1100 feet of corrugated iron pipe drains. The cuts where these drains are shown do not seem to be wet but there is so much seepage in this counrty that it was thought best to have the item included so that if necessary the drains could be put in.

NOTED
State Highway Engineer

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

FORM 8-D-1 1M 4-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

Const
Projects
Estimates
Willamette Hwy

June 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Highway Engineer

Dear Sir:

In answer to your letter of June 5, 1936, a print of the profile and the quantity sheets of the Gold Lake Trail-Salt Creek Crossing Section of the Willamette Highway are being forwarded herewith. A copy of an estimate covering from Station 1365+75 to 1408 is also being enclosed.

Please prepare special provisions and estimate for a section from 1365+75 to and across Salt Creek, providing for the box culvert. The bridge department has been requested to prepare plans for a 10 x 10 box at this point.

It is desired that all the grading east of the culvert be included in this project as well as the box culvert. Please note that the estimate prepared in this office exceeds the amount set up for this project. It would be desirable to hold the job down to the project set-up, but the section including the culvert should be built even though the estimate overruns the amount set up.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby/R

cc to: R. H. Baldock ✓
H. W. Libby

FORM 5-C-1 22775 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

195-C

Const
Projects
Primary
Willamette Hwy

June 3, 1936

1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

On July 18, 1935 I sent in the special provision and estimate on the Gold Lake Trail-Salt Creek Crossing Section of the Willamette Highway but in looking the estimate over I note that the total cost is $152,000 which is $50,000 in excess of the amount set up for the project.

In order to conform with the allotment it will be necessary to cut down the job and I request that the profiles, notes, etc on this project be returned. Before seinding the profile please look it over and advise if we should cut the grading down enough to allow for the box culvert which was estimated at $21,000. I cannot remember just how the materials were distributed on this work but it seemed to me that most of the material went into the fill across the creek which would necessitate construction of the culvert.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

CONTRACT# 1900

WPGS 294-B Aurora U'Xing Sec., Butteville Rd.-Hubbard Secon. Hwy. 1936

1900

RECEIVED
JAN 24 1944
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND, OREGON

M. L. JENNINGS,
SUPERINTENDENT

2

IN REPLY PLEASE REFER TO
322

January 19, 1944

WPGS 294-B

NOTED
Asst. State Highway Engineer

Mr. C. B. McCullough
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Answering your letter of December 20 regarding grade separation structure between Hubbard and Aurora.

As agreed by Mr. Stiffler, Mr. Klinge is testing these places with a hammer after a freeze and at first opportunity will bore the drain holes mentioned.

Very truly yours,

RECEIVED
DEC 21 1943
FOR FILING

MB-5 274-B

December 20, 1943

Mr. H. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, 9. Oregon

Cross Referenced To
Maint
Grade Crossings

Dear Sir:

Please refer to your letter of July 1, and to my reply of July 20, with reference to the breaking off of the concrete which supports the hand-rail approach on the grade separation structure between Hubbard and Aurora. You perhaps recall that Mr. W. W. Stiffler, Assistant Maintenance Engineer, of this department and your bridge foreman, Mr. L. L. Klingo, made a joint inspection of this condition and it was their thought that further disintegration could be prevented by boring a drain hole in the bottom of the concrete posts which would allow any trapped water to escape. It was their thought that this work could be performed by your forces and also that the damaged posts outside the roadway surface could be permanently repaired after the War.

In view of the fact that I have no record of ever having received a reply to my letter of July 20, I have wondered if this arrangement was satisfactory to your office and if your forces have been able to complete these repairs.

Very truly yours,

C. B. McCULLOUGH
Ass't. State Highway Engineer

JM/sw

Corrected copy!

Dec, 16, 1943

Mr. [redacted]lough:

Mr. Jennings never answered your letter of July 20th concerning this matter so I asked the Maintenance Dept. to make an inspection. You will please note from Stiffler's letter of Dec, 8th that the repairs have not been made.

McFarland

Jim Write a follow up on this —— McC

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

HWAY COMMISSION
EM

r 8, 1943

IN REPLY PLEASE REFER TO FILE NO.

Disintegration of
concrete handrail posts

State Highway Engineer

Dear Sir:

Please refer to your letter dated November 5, 1943 to the attention of M. L. Jennings, Superintendent, Southern Pacific Company, Union Station, Portland 9, Oregon, on the subject of "disintegration of concrete handrail posts", on the structure where the West Portland-Hubbard Highway No. 51 passes under the main line of the Southern Pacific Railroad Company, 2 miles north of Hubbard.

I recently investigated this structure and found that the work suggested in your letter to Mr. Jennings had not been started on Tuesday, December 7.

Very truly yours,

W W Stiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

[illegible]
[illegible] GLAISYER, SECRETARY
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 8, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Disintegration of
concrete handrail posts

Mr. C. B. McCullough
Assistant State Highway Engineer

Dear Sir:

Please refer to your letter dated November 5, 1943 to the attention of M. L. Jennings, Superintendent, Southern Pacific Company, Union Station, Portland 9, Oregon, on the subject of "disintegration of concrete handrail posts", on the structure where the West Portland-Hubbard Highway No. 51 passes under the main line of the Southern Pacific Railroad Company, 2 miles north of Hubbard.

I recently investigated this structure and found that the work suggested in your letter to Mr. Jennings had not been started on Tuesday, December 7.

Very truly yours,

W W Stiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

FOR FILING

WFGS 294-13

July 20, 1943

Cross Referenced To

Maint

Grade Crossings

Mr. M. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Reference is made to your communication of July 1 addressed to Mr. Baldock and his reply of July 6, both having to do with the matter of repairs to the grade separation structure where the West Portland-Hubbard Highway passes under your main line at a point south of Aurora.

On July 13 a joint inspection of this project was made by your bridge foreman, Mr. L. L. Klinge, and Mr. W. W. Stiffler, Assistant Maintenance Engineer for this organization. In Mr. Stiffler's report he states:

> "It is believed that further disintegration could be prevented by boring a drain hole in the bottom of the concrete posts which would allow any trapped water to escape.
>
> "It is my recommendation that the railroad company drill the base of the remaining eleven posts located immediately over the roadway surface to allow any intrapped water to escape. Also that the damaged posts outside of the roadway surface be permanently repaired after the war."

This office would be very glad to be advised if the above arrangement will be satisfactory with your company and if you will undertake the repairs suggested in Mr. Stiffler's report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF

cc - E. A. Collier

REFERRED TO
Paxson

Please see me
re this #
C.B.Mc

GHWAY COMMISSION
T CORRESPONDENCE

Oregon
3, 1943

JECT:

JUL [illegible] 1943

Dear Sir:

Reference is made to the letter written by M. L. Jennings, Superintendent, Southern Pacific Company and your reply to the same on July 6, 1943 which has reference to some concrete disintegration and necessary maintenance and repairs to the grade separation structure on the West Portland-Hubbard Highway wherein the same passes under the main line of the Southern Pacific south of Aurora.

A joint inspection was made today by myself and L. L. Klinge, Bridge Foreman for the Southern Pacific Company. The inspection confirms all statements made by Mr. Jennings in his recent letter. The concrete base of three handrail posts have broken off and must have dropped on the roadway surface. These sections weigh from five to fifteen pounds. There are eleven more concrete handrail posts, the base of which may disintegrate sufficiently for portions to fall on the roadway surface. The probable disintegration is contingent on weather conditions and the number of freezing and thawing cycles occurring each winter.

The cause of the disintegration is primarily the design of the composite structural steel and concrete handrail post. The steel handrail post is incased in a concrete post. Water enters the concrete by falling down the steel post and is trapped at the bottom of the post. Freezing and thawing action results in a separation breaking off a portion of the concrete post.

It is believed that further disintegration could be prevented by boring a drain hole in the bottom of the concrete post, which would allow any trapped water to escape.

FORM E-90 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1943

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

Reference is made to the letter written by M. L. Jennings, Superintendent, Southern Pacific Company and your reply to the same on July 6, 1943 which has reference to some concrete disintegration and necessary maintenance and repairs to the grade separation structure on the West Portland-Hubbard Highway wherein the same passes under the main line of the Southern Pacific south of Aurora.

A joint inspection was made today by myself and L. L. Klinge, Bridge Foreman for the Southern Pacific Company. The inspection confirms all statements made by Mr. Jennings in his recent letter. The concrete base of three handrail posts have broken off and must have dropped on the roadway surface. These sections weigh from five to fifteen pounds. There are eleven more concrete handrail posts, the base of which may disintegrate sufficiently for portions to fall on the roadway surface. The probable disintegration is contingent on weather conditions and the number of freezing and thawing cycles occurring each winter.

The cause of the disintegration is primarily the design of the composite structural steel and concrete handrail post. The steel handrail post is incased in a concrete post. Water enters the concrete by falling down the steel post and is trapped at the bottom of the post. Freezing and thawing action results in a separation breaking off a portion of the concrete post.

It is believed that further disintegration could be prevented by boring a drain hole in the bottom of the concrete post, which would allow any trapped water to escape.

It is my recommendation that the railroad company drill the base of the remaining eleven posts located immediately over the roadway surface to allow any intrapped water to escape. Also that the damaged posts outside of the roadway surface be permanently repaired after the war.

By the terms of the agreement entered into by the Southern Pacific Company and Oregon State Highway Commission on the 8th day of July, 1936, all maintenance repair and upkeep of this structure necessary for the structural stability of the structure is the obligation of the railroad company. The only reference in the agreement to maintenance of the structure after the completion is paragraph 12, page 4 quoted herewith:

> "After completion of the work herein contemplated and the subway is opened to traffic, Railroad shall maintain the subway structure and State shall maintain all roadway surfaces and drainage and will perform all necessary maintenance on abutments and walls for the upkeep of appearances."

Very truly yours,

WWStiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

RECEIVED
JUL 9 1943
FOR FILING

Const.
Grade Crossing
General

July 6, 1943

RECEIVED
JUL 16 1943

Mr. M. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your file L-11-40900 on the subject of cooperative repairs to the grade separation structure where highway traffic passes under main line on the West Portland-Hubbard Highway immediately south of Aurora.

From the tone of your letter, this work is not of emergency, therefore, it would fit in with our plans and obligations now in existence, if our representative Mr. W. W. Stiffler can meet your foreman any time convenient to you on Friday, July 9. It will be satisfactory for representatives of both Departments to meet either at the structure or Salem. Please advise your preference.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
WWS/hd

cc W. W. Stiffler

Southern Pacific Company

UNION STATION, PORTLAND 9 OREGON

IN REPLY PLEASE REFER TO

M. L. JENNINGS,
SUPERINTENDENT

July 1, 1943

L-11-40900

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We recently made inspection of the highway undergrade crossing south of Aurora, and find that a small section of the concrete which supports the hand rail posts is breaking off and falling on the highway. Also near the north abutment, the concrete slab and concrete guard rail are cracked all the way through, and the concrete under the bridge shoe on the northeast corner is disintegrating.

The crack in the concrete slab in guard rail is not bad as yet; however, the poor concrete under the bridge shoe will probably have to be repaired within a year or two. We also want to make repairs to the hand rail supports, and would appreciate having your bridge inspector go over this job with our foreman so that the work will be done in a manner satisfactory to all concerned. If you will advise as to a date satisfactory to your inspector, we will arrange to have our foreman meet him at the undercrossing for this inspection.

Yours truly,

M L Jennings

RECEIVED
JUL 3 - 1943
STATE HIGHWAY COMMISSION

NOTED
E. A. COLLIER

→ Stiffler - Prepare answer for Mr Baldock
Eoe

RECEIVED
FEB 28 1939
FOR FILING

w-pgm 294-B

February 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 2, 1938, concerning certain items in the Southern Pacific Company's bill for work performed by their forces on the Aurora Undercrossing, Project No. WPGM 294-B.

We are, accordingly, enclosing herewith a copy of a letter received from the railroad company regarding the questioned items.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

COPY

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

In Reply Please Refer To

February 23, 1939

file 911510/323

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. G. S. Paxson

Dear Sir:

Please refer to your letter of December 2, 1938 transmitting comments by the Bureau of Public Roads on our final billing in connection with the construction of underpass at Aurora, Oregon, project W.P.G.S. 294-B.

In their audit of our bill the Bureau has cited for additional credit the following material items which were used in constructing the temporary shoofly track:

		Credit on bill	Credit at
5 untreated fir ties	(cost $ 3.68)	none	75% = $ 2.76
38 creosoted fir ties	(cost 20.08)	none	75% = 15.06
16 cedar ties	(cost 5.01)	none	75% = 3.76
56 - 90# anticreepers	(cost 5.60)	.88	94% = 5.26

In constructing the shoofly track, secondhand materials were used to the extent of $1200.00. These materials were charged to the project at approximately 50% of the current market value of similar new material, and the total net material charge to the shoofly does not exceed the limit fixed by memorandum No. 19.

In regard to the time and expense of the railroad's inspector in December 1937 (two hours) and January 1938 (eight hours):

The two hours on December 7, 1937 represent time of our Engineer Inspector on final inspection of project after completion. The eight hours on January 7, 1938 were engineering expense incurred in staking right of way fences, relocation of which was necessitated by the project.

You will recall that at this time one railroad inspector was covering both this project and the one at Whiteson.

Very truly yours,

(Sgd) W. H. Kirkbride

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

November 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U.S. Works Program Grade Crossing project WPGS 294-B, the Aurora underpass.

In connection with our audit of the Southern Pacific Co.'s bill it was noted that most of the salvage credits for material used in the shoofly trestle are at 75% and 94%, the minimum figures for predetermined salvage values. However, the following items were considered as scrap and credit was not given at the 75% and 94% used for other material:

		Credit on bill	Credit at
5 untreated fir ties	(cost $3.68)	(none)	75% = $ 2.76
38 creosoted fir ties	(cost $20.08)	(none)	75% = 15.06
16 cedar ties	(cost $5.01)	(none)	75% = 3.76
56 90# anticreepers	(cost $5.60)	88¢	94% = 5.26

While it is satisfactory to credit scrap value or no value when actual salvage values are used for all items, the fact that the 75% and 94% figures were consistently used for other items makes it appear that in fact the salvage credits were "predetermined." When that is done, even scrap must be credited at the same rate as other material. Will you please advise us concerning the method used in determining salvage values on this project.

Certain time and expense of a railroad company engineer in December, 1937, (two hours) and January, 1938, (eight hours) are charged, amounting to $13.80. As all work was completed in November, 1937, with the exception of the restoration of the right of way fence, the charges of the engineer's time and expenses are questioned.

Will you please also furnish four copies of form Emp. 32 for the railroad force account work.

Very truly yours,

W. H. LYNCH, District Engineer

By Caufield

L. J. Caufield, Hwy. Engineer

RECEIVED
SEP 6 1938
FOR FILING

WPGS 294-B

September 3, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, three copies of agreement between the State Highway Commission and the Southern Pacific Company, covering construction of the undercrossing structure on Project No. WPGS 294-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

RECEIVED
SEP 9 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. WPGS 294-B

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 31 1938
STATE HIGHWAY COMMISSION

August 30, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

When our field auditor was in your office about three weeks ago he was informed that photostatic copies of the agreement with the Southern Pacific Company in connection with Oregon U.S.Works Program Grade Crossing project WPGS 294-B, Butteville Road-Hubbard, would be sent us in a few days.

Since we will be unable to complete our audit until copies of the agreement are received, we request that they be furnished as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Sent Jean

FORM 5-K-1 5000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 19
FOR FILING

RECEIVED
JUL 16 1938
OREGON STATE HIGHWAY C...

July 14, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

RR 242

Herewith we hand you duplicate counterpart of fully executed copy of agreement between Southern Pacific Company and State of Oregon, by and through its State Highway Commission, dated June 22, 1938, covering culvert construction at the undercrossing between Hubbard and Hito, which point is known in our records as the Hubbard undercrossing of the West Portland-Hubbard Highway.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

Enclosure
JWD:AW
cc Mr. R. H. Baldock ✓ } Copy of agreement attached
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. D. Eason

~~R. H. Baldock:~~
~~This was approved some time ago. This is a copy of the fully executed agreement which is now in effect.~~

REFERRED TO
Paxson
By State Highway Engineer

Is this O.K.?

IH 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

JAN 10 1938
FOR FILING

294-B

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

January 7, 1938

IN REPLY PLEASE REFER TO FILE NO.
124-1013

NOTEL
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e .

Attention: Mr. J. H. DeSousa,

Dear Sir:

I am returning herewith the five copies of the agreement with the Southern Pacific Company relative to the culvert pipe at the Hubbard undercrossing.

The changes suggested by Mr. King in the agreement seem entirely satisfactory and affect the original in no material way, except the difference between the elevation of the present track and the proposed future track. The difference in grade between the two tracks at the undercrossing is as indicated by our agreement 7 feet, and the location of the culvert pipe, as mentioned by Mr. King, is some 150 feet toward Aurora from the structure. It is apparent that the difference in the gradients of the present track and the proposed track between the culvert and the structure is approximately 1½ feet. I have no means of checking this difference, but since the wording of the suggested change says approximately 8½ feet, I can see no objection to its being so written.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AH
cc R. H. Baldock
   H. G. Smith

RECEIVED
DEC 22 1937
FOR FILING

294 D

#1900

December 22, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1900 for the construction of an undercrossing structure under the Southern Pacific Company tracks on the Butteville Road-Hubbard Secondary Highway in Marion County, has been completed by the contractors, Averill & Corbin, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 31, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $43,928.78, including the final payment. Of this amount $270.48 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 15 1937
FOR FILING
294-B

December 13, 1937

Mr. J. H. Devers
Attorney
OFFICE

Dear Sir:

I am handing you herewith five copies of the agreement with the Southern Pacific Company relative to drainage culverts and ditches at the undercrossing under the Southern Pacific Company tracks south of Aurora.

You will please note that this agreement has been executed by the Highway Commission and is being passed on to you for further handling between your office and the Southern Pacific Company.

When final execution has been made, will you please return one fully executed copy to this office?

Very truly yours,

Secretary

[illegible]

RECEIVED
DEC 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
[illegible] BUILDING
PORTLAND, OREGON

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-B

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPGS 294-B, Aurora Grade Separation project, was made by a representative of this office on November 15, 1937. Prompt submission of the final voucher will be appreciated.

With or previous to this submission, please send us three copies of your agreement with the Southern Pacific Railway Company under which this project was constructed.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM 8-S-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 9, 1937

294-B

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith request for an extension of time from January 31, 1937 to October 9, 1937, on the Aurora Undercrossing, Contract No. 1900, Averill & Corbin, contractors. This is accompanied by the consent of the bonding company and by the concurrence of the Bureau of Public Roads. It is recommended that this extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Att.
cc H. G. Glaisyer

4-1680

294-B

FOR FILING

FORM 3-E-1 AM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 8, 1937

Mr. J. M. Devers
Attorney
Office

Dear Sir:

We have had considerable correspondence with the Southern Pacific Company with reference to a culvert under their tracks just north of the Aurora Undercrossing (known to the railroad company as the undercrossing near Hite). The new Wilsonville Road at this point is in a deep cut which cuts through a pipe drain which carried drainage from the Pacific Highway to a culvert under the railroad tracks south of the new undercrossing. To accommodate this drainage we have built a ditch along the highway right of way at the top of the cut slopes on the north side of the new road which carries the drainage to the new culvert. This ditch and the new culvert is a part of the cost of the undercrossing project.

NOTED

The Southern Pacific Company intend at some future time to install a second track along the west side of the present track and at a considerably lower elevation. They have written us asking that we enter into an agreement with them to maintain the ditch and the culvert under their railroad track.

We objected to any agreement which provided that we maintain the culvert under their tracks or that we reimburse the railroad for any such maintenance. We do not object to making the installation of the culvert and the deepening of the outlet to accommodate the culvert at its lower elevation if an when built in connection with the future second track a part of this future undercrossing project. The railroad company has met our objections as per the attached letter from Mr. King dated October 27th, and I would ask that you prepare either a supplemental agreement covering the matter or an amendment to the present agreement with the Southern Pacific Company, whichever you think most desirable.

This culvert crosses the railroad at approximately their Station 1554.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc R. H. Baldock
F. D. Eason
H. G. Smith

#1900

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
DEC 17 1937
FOR FILING
294-B

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 18, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Averill & Corbin completed their work on Contract No. 1900 on October 9, 1937. Please secure authorization from the Commission to pay the final estimate on this job.

[illegible] Hubbard Sec.
Hwy [illegible] Hubbard Mason

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves ej.

W. A. Reeves
Office Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE November 17, 1937
H B Glaisyer
Secretary

DEFERRED
McFarland
SECRETARY

#1900

RECEIVED
SEP 28 1937
FOR FILING

294-B

September 28, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Averill & Corbin on Contract No. 1900 for the construction of an undercrossing under the Southern Pacific Company tracks at a point approximately two miles south of Aurora on the Butteville Road-Hubbard Secondary Highway in Marion County. This payment will be made on or after October 8, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM ... 4M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

JUL 1937
FOR FILING

294-B

July 8, 1937

Mr. C. E. Hammon
First National Bank Building
Woodburn, Oregon

NOTED
State Highway Engineer

Dear Sir:

Along the same lines as our conversation yesterday concerning progress on the Aurora Subway please note the following telegram received from Southern Pacific Company today. Bring this telegram to the attention of the contractor and use every effort to expedite this job in every way possible.

> "Can you not put some pressure on the contractor to finish the Aurora Undercrossing. We are handling heavy summer business and the slowing down of all our important trains at this point is unfortunate altho girders have been on ground for over three weeks they are not yet in place on the piers and we are still facing long delay for placement concrete floor."

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc F. D. Bacon
Southern Pacific Company
R. H. Baldock
M. Stephenson

1M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 28 1937
FOR FILING
294-B

June 26, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir: **Attention: G. S. Paxson, Bridge Engineer**

Attached hereto are subcontract agreements between Averill & Corbin and Carl B. Arnpriest, covering the performance of certain work on the Aurora Undercrossing Project. These are for your approval, so they can be sent to the contractor for his authorization to proceed under the terms of the agreement.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock ✓

FORM 401 P. 4-36 10M

#1900
Mn. Cl

RECEIVED
JUN 10 1937
FOR FILING
994-15

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

June 8, 1937

RECEIVED
JUN 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: AVERILL & CORBIN
Jennings Lodge, Oregon
Original Contractors

We attach herewith one of our regular contractor questionnaires with reference to a contract let to Averill & Corbin in connection with the construction of an overhead crossing between Hubbard and Aurora, Oregon, on the new Wilsonville Cutoff.

We will appreciate your completing the attached form from records available in your office.

We shall appreciate your assistance to us in this matter.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B

FORM S-A-1 6M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

294B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
MAY 26 1937
FOR FILING

May 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.
124-1012

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: G. S. Paxson, Bridge Engineer

The following information and explanation is submitted for reply to the Bureau of Public Roads with respect to the Price Agreement for backfilling abutments at the Aurora Undercrossing:

As indicated in the Price Agreement with the Bridge Contractor, the backfill material in the amount of 709 yards, which was his obligation to place behind the abutments, was of a quicksand formation and unsuitable for backfilling purposes because proper compaction could not be obtained. It was therefore arranged to relieve the Bridge Contractor from placing this material behind the abutments by charging him with the cost of the excavation and haul of the said material to points of disposition in embankment to the North. The Grading Contractor's price for excavation is 18¢ per yard, and the haul bid price is 10¢ per yard. All material could be used within the mile haul. Therefore, the cost of handling by the Grading Contractor would not exceed 28¢.

Before this arrangement was made, we determined that the most suitable material for backfill could be obtained from the top of the cut outside the slopes just North of the railroad crossing. We then obtained an agreement from the Grading Contractor to do the work under his contract bid prices where applying. A copy of our agreement with the Grading Contractor is submitted herewith.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc R. H. Baldock ✓

RECEIVED
AUG 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-B

POST OFFICE BUILDING
PORTLAND, OREGON

February 20, 1937.

RECEIVED
FEB 24 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGS 294-B, S. P. Undercrossing on Butteville Road, covering period from June 10, 1936, to January 15, 1937, submitted in amount of $20,672.00.

Attention is called to the fact that the total payments by the previous voucher passed by our Washington office on December 21, 1936, were $24,259. Using this sum for previous payments and the total claim of $38,871.00, the net claim is $14,612.00, in which reduced amount the voucher is recommended for payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

20672.00
14612.00
$6,060.00

J-90

RECEIVED NOV 30 1936 FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 294-B
Butteville Rd.-White School Sec. Undercrossing
of S.P.Ry., Butteville-Hubbard Hwy.

294-B

November 20, 1936

RECEIVED NOV 21 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

5381

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing 7

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5513

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. 11, 74th Congress)

Whereas the Highway Department of said State submitted on the 3rd day of June, 1936, a project statement, which was approved by the Secretary on the 23rd day of June, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 16th day of June, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-seven thousand, seven hundred twenty-two and no/100 dollars ($87,722.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

2

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Congress) and any part thereof not provided from such act of legislature by which authorized) funds shall be met from Chap.175, laws 1917; Chap 11, laws 1920; Chap. 248, laws 1931.

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 884+00 in the NW 1/4, Sec. 23, T. 4 S., R. 1 W., at the south end of Section A of said project and survey station 910+00 in the NW 1/4, Sec. 26, T. 4 S., R. 1 W., with no exceptions

, length 0.492 of a mile~~s~~ in Marion County, being Section B of Oregon U.S. Wks. Prog. Crossing ~~Grade~~/ project No. WPGS 294, consisting of 0.492 of a mile~~s~~ of roadway and 1 underpass structure. ~~bridges each of more than 20 feet clear span aggregating~~ ~~of a mile in length~~

8—811

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of eighty-seven thousand, seven hundred twenty-two and no/100 dollars ($87,722.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety thousand, six hundred twenty-six and 57/100 dollars ($90,626.57), the approved total estimated cost of Section 3 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 240, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

8—3618

BB

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. WPGS 294-B, U.S. Wks. Prog. Grade Crossing, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 90,606.57 as the total estimated cost of said project, and the sum of $ 87,722.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of Nov.
one thousand nine hundred and thirty-six.

Secretary of Agriculture,

By H. A. Keary
Acting Chief, Bureau of Public Roads.
BBo

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

RECEIVED
DEC 4 1936
FOR FILING

RECEIVED
NOV 10 1936
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 294-B

November 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. covering Oregon U.S. Works Program Grade Crossing project WPGS 294-B.

A signed or certified copy of agreement between yourselves and the railroad company relative to the construction and maintenance of the structure and the necessary right of way incidental thereto should be submitted to this office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM B-8-1 2M. 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 2 1936
FOR FILING

294-B.

October 31, 1936.

Northwestern Equipment Company
Box 587,
Portland, Oregon.

Gentlemen:

We have a copy of a letter written by you to Averill & Corbin concerning delivery date on the steel for the Aurora Undercrossing. In this letter you have attempted to place the responsibility of delay in the delivery of this material upon the Highway Department.

I want to call your attention to the fact that the delay due to the approval of these sketches is entirely occasioned by your company's request to make splices in these members. You have apparently taken an order for material for which your shop is not properly equipped. As an accommodation to you, we have endeavored to so revise our design that you could fulfill your agreement.

I do not appreciate this effort on your part to place the blame for delivery occasioned by the approval of these sketched upon this department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
C. A. Chase
Averill & Corbin

294-B

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 481 Ore. WPGS 294-B

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 24, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

SEP 25 1936

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

294-B

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the S. P. R. R. Undercrossing, Butteville Road-White School Section, Project No. WPGS 294-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. E. Probert
Office Engineer

Dist. by J. W. Nash/MB

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGS 294-B

SOUTHERN PACIFIC R.R. UNDERCROSSING ON THE BUTTEVILLE ROAD-WHITE SCHOOL SECTION OF THE BUTTEVILLE ROAD-HUBBARD HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 21, 1936

Roadwork (Sta. 884+00 to 910+00)

All Required		Clearing and Grubbing		$ 1,572.20
114,000	cu. yds.	Excavation, Single Classif.	$ 0.18	20,520.00
14,000	yd. sta.	Overhaul	0.01	140.00
0.49	mile	Finishing Roadbed and Slopes	300.00	147.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
		Subtotal		$ 22,899.20
		10% Engr. & Cont.		2,289.92
		Total		$ 25,189.12

Undercrossing Structure

900	cu. yds.	Excavation	$ 1.40	$ 1,260.00
80	cu. yds.	Excavation Below Plans	3.00	240.00
6,600	lin. ft.	Driving Foundation Piling	0.33	2,178.00
1,800	cu. yds.	Class "B" Concrete	11.35	20,430.00
100	cu. yds.	Class "D" Concrete	13.20	1,320.00
39,000	lbs.	Metal Reinforcement	0.0475	1,852.50
285,000	lbs.	Structural Steel	0.066	18,810.00
2,100	sq. ft.	Three Ply Membrane Waterproofing	0.22	462.00
2,100	sq. ft.	One-inch Asphalt Plank	0.32	672.00
270	lin. ft.	Metal Handrail	4.50	1,215.00
				$ 48,439.50

Work to be performed by R.R. Co's Forces

All Required	Move and Reestablish Tracks, Telegraph Lines and Signal System and Maintain Railway Traffic	$ 7,500.00

Subtotal	$ 55,939.50
10% Engr. & Cont.	5,593.95
R.R. Plans & Engr.	1,000.00
Total	$ 62,533.45

Length of Roadwork	0.492 mile
" " Undercrossing	0.000 "
Total Length	0.492 "
Cost per mile, roadwork	$ 51,197.39

WPGS Funds Requested:

Roadwork -	$ 25,189.12
Structure - - - - - - - - - - - - - - - - - - -	62,533.45
	$ 87,722.57

	Roadwork	Structure
Estimated Labor Required	18,000 man-hours	27,000 man-hours
Cost of Labor	$ 11,700	$ 22,000
Cost of Materials	- -	$ 28,000

NON-PARTICIPATING ITEMS FURNISHED BY STATE

6,600 lin. ft.	Foundation Piling	$ 0.44	$ 2,904.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

294-B

August 21, 1936

Messrs. Averill & Corbin
Route #10
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of State Highway Contract No. 1900, for the construction of an undercrossing under Northern Pacific tracks on the Butteville Road-Hubbard Highway, in Marion County, which was awarded you on July 25, 1936.

This copy is for your records and files.

Very truly yours,

Secretary

[illegible]

294-B

August 20, 1936

Roy L. Houck
Route 4, Box 146 A
Salem, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1892 awarded to you on July 6, 1936, for grading of the Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway in Marion County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

274-13

OREGON STATE HIGHWAY COMMISSION

SALEM

August 17th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. [illegible]
Division Engineer
Office

RE: Stripping Top at Hubbard-Aurora Undercrossing.

Dear Sir:

This is to inform you I contacted the Resident Engineer, Mr. Mars, at Woodburn and went over the above mentioned project with him. The top-soil stripping was discussed, and I feel confident Mr. Mars now knows exactly what top-soil stripping will be required.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

FORM 9-A-1 10M 6-35

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

WGPS 294-B

August 4, 1936.

Postal Telegraph-Cable Company,
Seattle, Wash.

Gentlemen:

You are authorized to bill the State Highway Department for the cost involved in the relocation of two poles located on private property - estimated cost $70.00.

This relocation is supplementary to the construction of the Butteville Road-White School Section, WPGS 294-B, and is covered by Works Program - General Memorandum No. 6.

The wires should not be placed lower than their present position, in order not to interfere with the construction operations.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

REFERRED TO
Mr. [illegible]
By State Highway Engineer

HGS/H
CC to
R.H. Baldock ✓
G. Paxson
F. D. Eason
L. D. Mars

ARCHIE R. AVERILL C. E. CORBIN

AVERILL & CORBIN
CONTRACTORS

TELEPHONE: OAK GROVE 136 W 1

ROUTE 10
PORTLAND, OREGON

294-B

RECEIVED
AUG 3 1936
OREGON STATE HIGHWAY COMMISSION

NOTED
G. S. Paxson

July the thirty-first
1936.

Oregon State Highway Commission,
Salem Oregon.

Gentlemen,

We have today received the four copies of Contract No 1900 four the construction of the undercrossing on the Butteville Road-Hubbard Highway. As this contract requires a written agreement and bond with the Southern Pacific Railway Company, we are awaiting these forms which the S.P.officials tell us will ready in a few days. We will then return the signed copies of contract.

Yours truly,

Averill and Corbin.

By Archie R Averill

294-B

July 24, 1936

Averill & Corbin,
Route 10,
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held in Portland yesterday, awarded to you the contract for the construction of an undercrossing structure on the Butteville Road-Hubbard Highway north of Hubbard, in Marion County. This award was based on your low bid of $48,439.50.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

Secretary

HBG:MG

cc - Bridge Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 294-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program project WPGS 294-B, Southern Pacific Undercrossing on the Butteville Road-Hubbard Highway, to Averill & Corbin, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

294-B

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1936

11 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon WPGS 294-B, the Southern Pacific Undercrossing on the Butteville-Hubbard Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer.

The plans submitted are recommended for advertising subject also to any changes being made which are deemed necessary after detailed check is made.

The estimate is in error and the total amount for the structure is figured as $80,299.00. The estimate has accordingly been corrected before forwarding.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

217 B

Const
Projects
Grade Crossing

[illegible] DEPARTMENT OF AGRICULTURE
[illegible]
[illegible]

June 29, 1936.

Mr. J. M. Devers:

Herewith proposed agreements between the Southern Pacific Company and the state relative to the Aurora Undercrossing in Marion County.

In Section 19 of this agreement, it provides that the state cooperate to the extent of 50 per cent in the cost of the building of the structure for the second track which is to be built in the future. I would suggest that in this section the following be added:

> "it being understood that the type of structure to be built will be such that a minimum vertical clearance of 15 feet will be provided under the completed structure."

It may be that the above is not necessary, as, by implication, it is covered in Section 16. Other than the above, I have no fault to find with the proposed agreement.

We expect to let the contract for this structure at the Highway Commission meeting July 24.

G. S. Paxson

GSP:AP

cc R. H. Baldock ✓

NOTED
M. STEPHENSON

X

294-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Works Program project No. WPGS 294-B, the Southern Pacific Undercrossing of the Butteville Road-White School Section of the Butteville Road-Hubbard Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

294-B

June 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Southern Pacific R. R. Undercrossing on the Butteville Road-White School Section, Project No. WPGS 294-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Beck/RR

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGS 294-B

SOUTHERN PACIFIC R.R. UNDERCROSSING ON THE

BUTTEVILLE ROAD-WHITE SCHOOL SECTION OF THE

BUTTEVILLE ROAD-HUBBARD HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 6, 1936

Roadwork (Sta. 884+00 to 910+00)

All Required		Clearing and Grubbing		$ 2,300.00
114,000	cu. yds.	Excavation, Single Classif.	0.23	26,220.00
14,000	yd. sta.	Overhaul	0.02	280.00
0.49	mile	Finishing Roadbed and Slopes	500.00	245.00
5,200	lin. ft.	Rounding Cutbacks	0.10	520.00
			Subtotal	$29,565.00
			10% Engr. & Cont.	2,956.50
			Total	$32,521.50

Length	0.492 mile
Cost per mile	$66,100.60

WPGS Funds Requested- -$32,521.50

Estimated Labor Required	18,000 man-hours
Cost of Labor	$ 11,700
Cost of Materials	- -

July 7, 1936

Mr. S. H. Probert:

We hand you herewith a copy of the estimate of work to be done by the Southern Pacific Company at the proposed Hubbard Undercrossing sight.

W. A. Reeves

WAR:MM

Encl.

C
O
P
Y

SOUTHERN PACIFIC COMPANY

PORTLAND, OREG.

June 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

I am delivering to you under separate cover tracing and one print each of Drawing CE 14584, sheets 1 to 5 inclusive, also copy of Mr. Kirkbride's letter of transmittal of June 18th, covering the plans for the Aurora Subway.

I am also attaching revised estimate of recollectible work to be performed by the Railroad covering the revised location of the shoofly on the easterly side of the track.

Yours truly,
(signed) E. L. King

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGS 294-B

SOUTHERN PACIFIC R.R. UNDERCROSSING ON THE
BUTTEVILLE ROAD-[illegible] SCHOOL SECTION OF THE
BUTTEVILLE ROAD-HUBBARD HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications for Undercrossing Structure. Not as basis for project agreement.)

Salem, Oregon, July 7, 1936

Roadwork (Sta. 884+00 to 910+00) (Low bid prices)

All Required		Clearing and Grubbing		$ 1,572.20
114,000	cu. yds.	Excavation, Single Classification	$ 0.18	20,520.00
14,000	yd. sta.	Overhaul	0.01	140.00
0.49	miles	Finishing Roadbed and Slopes	300.00	147.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
			Subtotal	$ 22,899.20
			10% Engr. & Cont.	2,289.92
			Total	$ 25,189.12

Undercrossing Structure (Estimated Prices)

900	cu. yds.	Excavation	$ 2.00	$ 1,800.00
80	cu. yds.	Excavation below plans	4.00	320.00
6,600	lin. ft.	Driving Foundation Piling	0.50	3,300.00
1,800	cu. yds.	Class "B" Concrete	19.00	34,200.00
100	cu. yds.	Class "D" Concrete	22.00	2,200.00
39,000	lbs.	Metal Reinforcement	0.05	1,950.00
285,000	lbs.	Structural Steel	0.065	18,525.00
2,100	sq. ft.	Three Ply Membrane Waterproofing	0.15	315.00
2,100	sq. ft.	One-inch Asphalt Plank	0.30	630.00
270	lin. ft.	Metal Handrail	5.00	1,350.00
				~~$ 64,595.00~~ 64590.00

Work to be performed by R.R. Co's Forces

All Required	Move and Reestablish Track, Telegraph Lines and Signal System and Maintain Railway Traffic	$ 7,500.00

Subtotal	$ 72,095.00
10% Engr. & Cont.	7,209.50
R.R. Plans & Engr.	1,000.00
Total	$ 80,304.50

Length of Roadwork	0.492 mile
" " Undercrossing	0.000 "
Total Length	0.492 "
Cost per mile, roadwork	$ 51,197.39

WPGS Funds Requested:

Roadwork -	$ 25,189.12
Structure -	80,304.50
	$105,493.62

	Roadwork	Structure
Estimated Labor Required	18,000 man-hours	27,000 man-hours
Cost of Labor	$ 11,700	$ 22,000
Cost of Materials	- -	$ 28,000

NON-PARTICIPATING ITEMS FURNISHED BY STATE

6,600	lin. ft.	Foundation Piling	$ 0.44	$ 2,904.00

MOVING AND REESTABLISHING RAILWAY TRACKS, TELEGRAPH LINES AND SIGNAL SYSTEM AND MAINTENANCE OF RAILWAY TRAFFIC, WORK TO BE PERFORMED BY SOUTHERN PACIFIC COMPANY

Unit	Quantity	Description	Labor	Material	Total
Construct 1700' Shoofly of Which 1,370 is New Track:					
Lot	1	Unt. switch ties		$ 70	
Ea.	722	Track ties at .70		505	
Ea.	1	112# switch		405	
L. F.	270	112# Rail 4.5 T at 45.		203	
L. F.	2,540	SH 90# Rail 34.02 T at 22.40		762	
Ea.	14	New 112# Angle Bars at 3.50		49	
Ea.	4	112/90# Comp Jts at 14.		56	
Ea.	80	SH 90# Cont. Jts. 3.44 T at 37.		127	
Ea.	392	Nut Locks at 5 cents		20	
Lbs.	600	& Nuts at 4 cents		24	
Lbs.	3,500	Spikes at 3½ cents		123	
Ea.	1,500	Tie Plates at 14 cents		210	
Ea.	1	Switch wired & bonded	$ 40	35	
Cu. Yds.	800	Gravel ballast at 50 cents		400	
T. F.	1,270	Lay & Surface & Ballast at .60	762		
T. F.	1	Install switch	75		
T. F.	330	Shift & reballast at .60	198		
Days	130	Track Mtn. at 6.56	853		
T. F.	1,700	Bonded	55	40	
		Material Yard Expense	100		
		Freight		290	
		Work Comp & P. L. Ins.		208	
		10% Contingencies	208	353	
			$2,291	$3,880	
Salvage:					
Ea.	1	SH 112# Switch		$ 202	
Ea.	4	SH 112/90# Comp. Jts.		28	
Ea.	14	SH 112# Angle Bars at 1.75		24	
Ea.	1,500	SH Tie Plates at 11 cents		165	
GT.	34.02	SH 90# Rail at 22.40		762	
		Misc. Scrap		15	
				Cr.$1,196	
			$2,291	$2,684	$4,975

Unit	Quantity	Description	Labor	Material	Total
Signal Pole Line Work:					
Ea.	2	Shift, raise and restore to normal position, signal poles	$ 75	$ 25	
		Material Yd. Expense	3		
		10% & P. L. Ins.		8	
		10% Contingencies	8	3	
			$ 86	$ 36	$ 122
Telegraph Line Work:					
Ea.	8	Telegraph poles	$ 120	$ 80	
Ea.	2	Shift Telegraph poles	30	5	
		Misc.	20	10	
		Restore to normal	100		
		Material Yd. Expense			
		Freight		10	
		10% Work. Comp. & P L Ins.		27	
		10% Contingencies	27	13	
			$ 297	$ 145	$ 442
Remove 150' portion of M L over subway. Restore to normal & reballast ballast over subway fill back of abutments, remove shoofly and restore 2 of W fences.					
C.Y.	100	C R Ballast at 1.00	$ 80	$ 100	
C.Y.	500	Fill Material	100	250	
T.F.	150	Remove & replace material	90		
Ea.	63	Track ties	19	69	
		Remove shoofly	390		
T.F.	330	Shift & restore at ends	165	20	
		Remove switch	35		
		Rebond breaks	20	10	
		Remove & replace fences	40	40	
		Freight		270	
		Misc. Yard Expense	10		
		10% Work. Comp. & P L Ins		95	
		10% Contingencies	95	85	
		DR. RECOLL.	$1,044	$ 939	$1,983
Plans & Engineering:					
				$1,000	$1,000
		Total			$8,522
		(Use) Construction Cost			$7,500
		Plans and Engr.			$1,000

g and Reestablishing Railway Tracks, Telegraph Lines and Signal Systems and Maintenance of Railway Traffic, Work to be performed by Southern Pacific Company

C
O
P
Y

~~ESTIMATE: SHOOFLY CONSTRUCTION~~

~~AURORA SUBWAY~~

UNIT	QUANTITY	DESCRIPTION	~~COST~~ LABOR	MATERIAL	TOTAL
		CONSTRUCT 1700' SHOOFLY OF WHICH 1370 IS NEW TRACK:			
Lot	1	Unt. switch ties		70	
Ea.	722	Track ties at 70		505	
Ea.	1	112# switch		405	
L.F.	270	112# Rail 4.5 T at 45.		203	
L.F.	2540	SH 90# Rail 34.02 T at 22.40		762	
Ea.	14	New 112# Angle Bars at 3.50		49	
Ea.	4	112/90# Comp Jts at 14.		56	
Ea.	80	SH 90# Cont. Jts. 3.44 T at 37.		127	
Ea.	392	Nut Locks at 5 cents		20	
Lbs.	600	Bolts & Nuts at 4 cents		24	
Lbs.	3500	Spikes at 3½ cents		123	
Ea.	1500	Tie Plates at 14 cents		210	
Ea.	1	Switch wired & bonded	40	35	
Cu.Yds.	800	Gravel ballast at 50 cents		400	
T.F.	1270	Lay & Surface & Ballast at .60	762		
T.F.	1	Install switch	75		
T.F.	330	Shift & reballast at .60	198		
Days	130	Track Mtn. at 6.56	853		
T.F.	1700	Bonded	55	40	
		Material Yard Expense	100		
		Freight		290	
		Work Comp & P L Ins.		208	
		10% Contingencies	208	353	
			2291	3880	~~[illegible]~~

	QUANTITY	DESCRIPTION	~~COST~~ LABOR	MATERIAL	TOTAL
		SALVAGE:			
Ea.	1	SH 112# Switch	202		
Ea.	4	SH 112/90# Comp. Jts.	28		
Ea.	14	SH 112# Angle Bars at 1.75	24		
Ea.	1500	SH Tie Plates at 11 cents	165		
GT.	34.02	SH 90# Rail at 22.40	762		
		Misc. Scrap	$ 15		
		~~DR. RECOLL...$[illegible]0~~	Cr. 1196		~~1196~~
			$ 2291.	$ 2684.	$ 4975.
		SIGNAL POLE LINE WORK:			
Ea.	2	Shift, raise and restore to normal position, signal poles	$ 75	$ 25	
		Material Yd. Expense	3		
		10% Work. & P L Ins.		8	
		10% Contingencies	$ 8	3	
		~~DR. RECOLL.~~	86	$ 36	$ 122
		TELEGRAPH LINE WORK:			
Ea.	8	Telegraph poles	$ 120	$ 80	
Ea.	2	Shift Telegraph poles	30	5	
		Misc.	20	10	
		Restore to normal	100		
		Material Yd. Expense			
		Freight		10	
		10% Work. Comp. & P L Ins.		27	
		10% Contingencies	27	13	
		~~DR. RECOLL.~~	$ 297	$ 145	$ [illegible] 442.

	QUANTITY	DESCRIPTION	COST LABOR	MATERIAL	TOTAL
		Remove 150' portion of M L over subway, Restore to normal & reballast ballast over subway fill back of abutments, remove shoofly and restore R of W fences.			
CY.	100	C R Ballast at 1.00	$ 80	100 →	
C. Y.	500	Fill Material	100	250 →	
T.F.	150	Remove & replace material	90		
Ea.	63	Track ties	19	69 →	
		Remove shoofly	390		
T.F.	330	Shift & restore at ends	165	20 →	
		Remove switch	35		
		Rebond breaks	20	10 →	
		Remove & replace fences	40	40 →	
		Freight		270 →	
		Misc. Yard Expense	10		
		10% Work. Comp. & P L Ins		95 →	
		10% Contingencies DR. RECOLL.	95 $ 1044	85 → $ 939	$ 1983 →
		PLANS & ENGINEERING ~~DR. RECOLL.~~	$ 1000 $ 1000		1000 →
					$8522

SUMMARY OF ESTIMATE:

	Total
"A" Construct Shoofly	~~$4975.00~~
"B" Signal Pole Line Work	~~122.00~~
"C" Telegraph Line Work	~~442.00~~
"D" Remove Shoofly, etc.	1983.00
"E" Plans & Engineering	1000.00
TOTAL	8522.00

(Use,):- Construction Cost $7500
Plans and Engr 1000

294

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 29 1936
FOR FILING

June 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of advance plans for the Mill Creek and West Mill Creek trestles, Oregon WPSS 294. We have reviewed these plans and they meet with our approval.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 8-5-1 16698 3M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Projects
Undercrossing

May 23, 1936.

Mr. E. L. King
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon.

Dear Sir:

This is in reply to your letter of May 21, concerning the the construction of shoofly track around the proposed Aurora undergrade crossing.

The details of the division of work between the railroad company and the contractor have been revised subsequent to the writing of the letter to Mr. DeSousa under date of May 11, a copy of which was sent you.

It is proposed that the state's contractor shall place the embankment up to subgrade and fine grade this embankment into suitable condition to receive your ballast. The state's contractor will also build the trestle across the roadway excavation, including the ties. Your company will place the ballast and ties on the embankment and the rails for the entire length of shoofly, including the connections with the present main line. Your company will also re-install your main line across the structure, making the necessary backfilling back of the abutments of the structure.

I believe that the above schedule of work corresponds to the estimate submitted with your letter of May 21.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP
CC R. H. Baldock ✓
H. G. Smith,
S. H. Probert
J. W. DeSousa

Const
Projects
Grade Crossing

May 11, 1936.

Mr. J. W. DeGowan:

It is proposed to construct an undercrossing under the Southern Pacific tracks approximately half way between Aurora and Hubbard, contract for this project to be let at the June meeting, which I understand has been tentatively set for the 25th and 26th.

This crossing is on the government grade elimination program, and reimbursement for railroad work is subject to General Memorandum No. 6.

The crossing is on our secondary highway No. 164, the same being the Pacific Highway-Clackamas County Line Secondary Highway. The crossing is located at the SE 1/4 of the SW 1/4 of Section 23, Twp 4 S., Range 1 W. The station of the intersection of highway centerline and railroad centerline is Highway Station 806+42.5, railroad Station 1556+22.4. The highway centerline is on a spiral curve at this point, and the angle between the tangent to the highway spiral and the centerline of the Southern Pacific tracks is 58°07'48".

The structure will provide a 50 foot horizontal clearance perpendicular to the highway centerline and a minimum vertical clearance of 15 feet. The structure will consist of concrete abutments with a steel deck plate girder span carrying the railroad track across the highway. The steel girders will support a concrete deck upon which will be placed ballast which in turn support the ties and track.

The Southern Pacific Company propose at some future date to build a second track which will be located approximately 22 feet west of the present track and at a grade line approximately seven feet lower than the present track.

The present structure is being built to carry the existing track only but on the west end of the abutments the footings will be so constructed that abutments can be extended to accommodate the future second track. It has been agreed that if and when this second track is constructed and it becomes necessary to extend the abutments and build a structure to carry the second track, that the state will cooperate to the extent of 50 per cent of the cost of such extension.

It is proposed that the Southern Pacific Company shall build the necessary shoofly track around the present structure, including a pile trestle embankment connecting with the present track, ties, rails and other appurtenances. They will also remove such of the present main line

NK

State Highway Engineer

Mr. J. W. [illegible], #2   May 11, 1936.

as is interfered with by the construction of the underpass structure. Upon the completion of the underpass structure, they will place the backfill behind the abutments, place the ballast across this backfill, and across the structure, and relay their ties and track. They will also make any necessary revisions to their signal and telegraph system.

All necessary railroad expenditures in connection with this work are reimbursable subject to the limitations of Works Program General Memorandum No. 6.

I would ask that you arrange for the Public Utilities Commissioner hearing on this project so that it can be put up for contract at the June meeting.

G. S. Paxson

GSP:AP

cc S. P. Co. Attn. Mr. Folkert
R. H. Baldock
S. H. Probert
H. O. Smith

294-B

April 1, 1936

Mr. R. H. Baldock

OFFICE

Dear Sir:

The Commission at its meeting held yesterday discussed the matter of construction of abutments for double track at the proposed Aurora under crossing.

The Commission ordered that the railroad company be advised that the Commission will pay for this extra abutment with state funds, provided the railroad company will pay the cost of the railroad girders and the installation of the same; also that the railroad company be informed that the Commission prefers not to construct this abutment at the present time but is ready to do so as soon as the railroad company builds its extra track. However, they will do so if that is absolutely necessary.

An agreement is to be entered into between the Commission and the railroad company whether the abutment is constructed now or later, the basis of this to be as above stated - the abutment to be paid for by the state and the girder work to be paid for by the railroad company.

Very truly yours,

Secretary

Aurora King -

Coast
Projects
Grad Crossing

March 20, 1936.

Mr. R. H. Baldock:

Mr. Feikert and Mr. Fair of the Southern Pacific Co. called today and advised that they have received word from San Francisco, that the Southern Pacific considers it a vital matter to hold to the five-tenths per cent grade on their south bound track south of Aurora. If they should hold to this grade, it would interfere with our projected undercrossing as now located.

They ask for a conference with you at your earliest convenience.

G S Paxson
G. S. Paxson

GSP:AP

NOTED

CONTRACT# [redacted] 1901

127-1009 Independence Section
Independence Secondary 1936

1901

#1901

#1901

RECEIVED
FEB 16 1937
FOR FILING
127-1009

February 16, 1937

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1901 for the construction of the Independence Section of the Independence Secondary Highway in Polk County has been completed by the contractors, The United Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 26, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $26,796.96, including the final payment. Of this amount $220.19 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1901

RECEIVED
JAN 16 1937
FOR FILING
127-1009

January 15, 1937

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to The United Contracting Company on Contract No. 1901, Independence Section of the Independence Secondary Highway in Polk County. This payment will be made on or after January 25, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—7-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 1937

Section Independence

Kind of work Grade Widening & Paving

Highway Independence Secondary

Section prefix 127-1009

Contractor The United Contracting Co.

Contract number 1901

Date of contract July 23, 1936

Date of completion Sept. 30, 1936

Date work started July 27, 1936

Estimated date of completion , 193

Amount of contract $ 24,947.50

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 26,929.14

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 1337.00, 4.96 %

Date project was completed Nov. 2, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this section completed. Semi Final Estimate is completed and will be submitted to the Division Office the first part of the coming week.

RECEIVED
JAN 11 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTE!

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ......%; .... **County,** ......%; .... **County,** ......%; .... **County,** ......%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull Dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

500 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT [illegible] 1936
FOR FILING

127-1009.

October 28, 1936.

IN REPLY PLEASE REFER TO FILE NO.

127-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith an application of the United Contracting Company for a second extension of time from November 1 to November 15 on their contract No. 1901, being the Independence Section in Polk County.

This is a State contract, and the contractor completed his grading and paving work within the time limit provided by the first extension. He has been delayed in getting materials for certain additional drainage work and the guard fence which is now being installed on each side of the big fill. There has been and is no inconvenience to the traveling public by this delay, and it is recommended that this extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock

NOTED
State Highway Engineer

500 7-35

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

127-1009

September 28, 1936

In reply please refer to file No.

127-1009

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

With respect to the application of the United Contracting Company for an extension of time on their contract No. 1901, being the Independence Section of the Independence Secondary Highway:

Bids were received for this work on June 26 of this year. The contract was actually signed on July 23, the delay being due to right of way matters. It would, therefore, seem that they are justly entitled to the extension for which they ask, and it is recommended that same be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

127-1009

August 20, 1936

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1901 awarded to you on July 23, 1936, for widening and paving the Independence Section of the Independence Secondary Highway in Polk County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

FORM S-K-1 1500 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

X

127-1009

OREGON STATE HIGHWAY COMMISSION

SALEM

August 10, 1936

Foster and Kleiser
633 N. E. Everett Street
Portland, Oregon

Gentlemen:

Reference is made to our previous correspondence relative to construction of slopes on the Damon Estate property at Independence, Oregon, which would cover some of the uprights on your sign at that point.

This is to advise you that as a consideration for your permission to do the work mentioned, the State Highway Commission will assume the responsibility of seeing that you are reimbursed for damages occurring to the structure by reason of the fill materials. The work is being done under a separate contract and it is expected of course that the contractor will be primarily liable for his own negligence in this regard. It is also agreed that the materials will be placed so as to avoid throwing your structure out of alignment.

Very truly yours,

J. M. DEVERS

By

J. N. DeSOUZA
Assistant Attorney

JND DK

cc R. H. Baldock
N. G. Smith

NOTED
State Highway Engineer

127-1007

July 28, 1936

Mr. John E. Black
Independence Enterprise
Independence, Oregon

Dear Sir:

In reply to yours of the 20th, this will advise that on July 23rd, the State Highway Commission awarded to the United Contracting Company, Portland, Oregon, a contract for the grading and paving of what we call the Independence Section of the Independence Secondary Highway.

The project is 0.56 mile in length, beginning at the Ash Creek bridge on Main Street in Independence and extending north to a point approximately 220 feet north of the north corporate limit of Independence. The amount of the contract is $24,974.50, and the total estimated cost, including engineering and contingencies, is $27,500.

The project involves the widening of the existing narrow embankment to a width of 36 feet and the construction thereon of an asphaltic concrete pavement 22 feet in width. On the east side of the pavement there will be a crushed gravel shoulder five feet in width and on the west side a crushed gravel shoulder four feet in width and a rock surfaced footpath five feet in width. Standard highway guard rails will be constructed along the outside edges of the crushed gravel shoulders.

Construction operations will be commenced at once and are expected to be completed before the end of September.

The project is to be paid for out of revenues from the state gasoline tax and motor vehicle license fees.

Am sorry that my absence from the office for the past several days has prevented an earlier reply.

Very truly yours,

State Highway Engineer

AN OFFICIAL PAPER OF POLK COUNTY
MODERN COMMERCIAL PRINTING

Independence Enterprise

ESTABLISHED IN 1882
PUBLISHED EVERY FRIDAY BY
Z. C. KIMBALL

INDEPENDENCE, OREGON

RECEIVED
JUL 21 1936
OREGON
STATE HIGHWAY

July 20, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The Enterprise would appreciate a word from the highway department outlining the work it is planning to do on the fill at the north edge of this city and the circumstances surrounding the letting of a contract for this work.

It is our understanding that there is a piece of pavement .6 of a mile in length, with an estimated cost of $20,000 which was bid last month at $24,970 and rejected. Could you give us the correct and up-to-minute record of this work? We are not particularly interested in construction details.

Thanking you for whatever assistance you can give us, so that we can inform our readers.

Very truly yours,

John E. Black
News

Awarded July 23rd to United Contracting Co. of Portland
.56 mile - Grade + Pav.
Cont. Amt. - $24,974.50
Independence - Salem Hwy.

"PRINTING IS THE INSEPARABLE COMPANION OF ACHIEVEMENT"

127-1009

July 24, 1936

The United Contracting Co.,
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held in Portland yesterday, awarded to you the contract covering regrading and pavement widening and resurfacing on the Independence Section of the Independence Secondary Highway in Polk County. This award was based on your low bid of $24,974.50.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

MC

Secretary

cc - S. H. Probert

CONTRACT# [redacted] 1902

12-1006 Forest Boundary-Long Creek Section
Pendleton-John Day Highway 1936

1902

902

FORM 2-E-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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DEC 8 1937
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12-1006

RECEIVED
7 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

December 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. O. Smith, Construction Engr.

Dear Sir:

I am submitting herewith an order for extra work in the amount of $80 covering preparation of stockpile sites on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock

NOTED
C. B. McCullough

#1902

RECEIVED
NOV 20 1936
FOR FILING

12-1006

November 20, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1902 for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 30, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,580.43, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1902

12-1006

October 14, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 1902 for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. This payment will be made on or after October 24, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-H-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The total cost of the Forest Boundary-Long Creek project, Pendleton-John Day Highway in Grant County is $29,450.00 as compared with the project authorization of $27,327.00. The overrun in contract items was approximately $3,700.00 and this was occasioned by an overrun of mineral aggregate and hauling mineral aggregate.

In placing the seal coat, the aggregates used were $\frac{1}{4}$" to 0" in size. These materials were all piled in one stockpile and had been in piles during two winters. The stockpile was saturated and the materials could not be spread in the ordinary manner. In order to properly cover the oil, it was necessary to open the spreader boxes wider than ordinarily required and this resulted in an overrun of the aggregate. The overrun of the aggregate naturally resulted in an overrun of hauling mineral aggregate.

The contractor made every effort to spread the materials as called for in the contract, even resorting to hand spreading. The hand spreading was not satisfactory, however, as such a long time was required to cover freshly spread oil that the oil hardened to such an extent that the screenings would not be properly imbedded. It was, therefore, my instructions that they proceed with the work as performed and while the project has been overrun slightly, a very satisfactory job has resulted.

Very truly yours,

W C Williams

NOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

Form 333—5M—5-36

X

OR N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final

For Week Ending Sept. 26, 1936

Section Forest Boundary - [illegible]

Kind of work Oiling

Highway Pendleton - John Day

Section prefix 12-1066

Contractor Babler Bros.

Contract number 1907

Date of contract Aug 5, 1936

Date of completion Sept 30, 1936

Date work started Sept 15, 1936

Estimated date of completion Sept 23, 1936

Amount of contract $24843.00

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering $28275.00

Per cent of contract completed, based on total contract price 113.8 %

Engineering cost to date, $[illegible], %

Date project was completed Sept 23, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Conditions were favorable for the rapid completion of this project which was accomplished Wednesday Sept 23rd.

The rock and screenings used in the oil mat were so wet that they were difficult to handle. Because of the condition of the materials there was an appreciable increase in the cost of the job.

The final estimate is practically complete and will be submitted as soon as the oil and freight bills are received.

Butterwick reported back to Davis at Pendleton Wednesday Sept 23rd.

Signed R. E. Mollner

Address Dayville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

RECEIVED
SEP 28 1936
CONSTRUCTION [illegible]

NOTED
H. D. SMITH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				17.27	
Miles partially completed					
Miles completed				17.27	
Total estimated quantities				330 Tons 200 "	95+ Emulsion
Estimated quantities moved or placed to date				356 Tons 200 "	95+ Emulsion
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				5	
Average force on project for week				50	

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	Harney COUNTY	Yamhill COUNTY	Clackamas COUNTY	Grant COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	8	5	8	5	13	11	50
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Oil Heaters 7

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., Trucks 8, Distributors 1, [illegible] 1 Rototts 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear Warm	None	
Monday	" "	"	
Tuesday	" "	"	
Wednesday	" "	"	
Thursday			
Friday			
Saturday			

12-1006

September 5, 1936.

[illegible] BROS.,
2407 N. W. 29th Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, one fully executed copy of Contract No. 1902, for 17.13 miles of grading on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County, which was awarded to you on August 5, 1936.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

12-1006

September 3, 1936

UNITED STATES FIDELITY AND GUARANTY COMPANY
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express one copy of each of the following State Highway contracts:

No. 1897, Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County;
Awarded to Saxton & Looney and J. S. Risley;
No. 1898, Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County;
Awarded to Saxton & Looney and J. S. Risley;
✓ No. 1902, Forest Boundary-Long Creek Section, Pendleton-John Day Highway, in Grant County; Awarded to Babler Bros.

These copies are being sent you inasmuch as you appear as surety on the bonds furnished by the contractors. They are for your records and files.

Very truly yours,

Secretary

[illegible]

12-1006

August 6, 1936

Babler Brothers,
2407 N. E. 28th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission yesterday awarded to you the contract for the 17.13 miles of surfacing on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, based on your low bid of $24,843.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

MC Secretary

cc - C. H. Probert

[illegible] 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const Projects

12-1006

July 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith special provisions, estimate of cost and sketch map of the Forest Boundary-Long Creek oiling project.

You will note that it is necessary to prepare a special specification for this project in order to make use of the mineral aggregates in stockpile. When this project was surfaced, no provisions were made for oiling of the same and the materials stockpiled were of two sizes. The 3/4"-¼" crushed rock in the amount of 3,000 cubic yards, was stockpiled primarily for use in the maintenance of an untreated oil macadam. The contractor had an excess of ¼"-0 screenings and 1800 cubic yards of this size material were purchased and stockpiled.

We, therefore, have sufficient materials on hand for the construction of an oil mat surface treatment as covered in the specifications submitted herewith. This specification, of course, is subject to alteration by ~~you~~ and Mr. Baldock. It appears to me, however, that fairly good results can be obtained by use of the specification submitted. This will allow for a main course similar to an 0-8 type treatment and with an emulsified asphalt seal, an oil mat of fair stability should result.

My reasons for using emulsified asphalt in the seal coat are that there being no aggregate larger than ¼"-0 for use in the seal, emulsion is much better adapted. In placing

5-M-1 500 12-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer Page #2
Subject: Special provisions, estimate of
cost and sketch map of the Forest
Boundary-Long Creek oiling, Grant Co.

the final seal on the Stewart Bridge, Dayville, job, which was recently completed, an emulsified asphalt seal and ½" to 0" screenings were used with very good results.

Climatic conditions for oiling work are not good in the vicinity of Long Creek after September 30 and if the work is to be done this year, it should be specified that all work must be completed by September 30. Personally, I would prefer to wait until next summer to do the oiling as it has been my experience that an oil mat laid late in the fall has no hot weather to aid in compacting all loose rock and that the ultimate seal is not as good. However, if it is considered necessary to oil the section this year, there appears sufficient time before September 30 for such work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

CONTRACT #1903 SEE: CONTRACT #1762

CONF

3

1903 SEE: Contract 1762

CONTRACT # [redacted] [redacted] 1904

FA 191-D Mills Br.-Jordan Cr. Sec., 1936
Wilson River Hwy.
1904

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FEB 15 1938
FOR FILING

January 29, 1938.

IN REPLY PLEASE REFER TO FILE NO.
29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Attached hereto is a letter from S. S. Montague, in which he takes exception to the haul adjustment penalty which has been applied on the Wilson River Highway contract No. 1904.

It is a fact, as stated by Mr. Montague, that he located a ledge of rock near the highway opposite Station 654, which rock satisfied the contract requirements as to abrasion. I made a personal inspection of this proposed site and took another sample of the rock, which again showed satisfactory abrasion, but the rock, it appeared to me, was of a shale characteristic, and I was doubtful of its suitability for oil rock purposes. If you remember, I showed you a sample of the rock and upon your advice took it to Mr. Baldock.

Mr. Baldock agreed that it might fulfill the contract requirements but in his opinion was not as suitable as the crushed gravel which Mr. Montague was producing at his lower plant, and suggested that we not accept this material and ask Mr. Montague to supply the oil rock from the gravel being produced at his lower plant. This entailed a considerable haul, but Mr. Montague accepted the decision without argument. To reduce the long haul which would ultimately eliminate a back haul when the State used the rock, we arranged to change the stock pile at the east end of the job to a location near Leonard's old camp, approximately Station 745.

It would appear to me that Mr. Montague is entitled to some consideration in his contentions. As an added item of information, Mr. Montague, I believe, subcontracted his haul for either 8 or 9 cents a yard mile. The adjustment price called for in the contract is 12 cents a yard mile.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COST ANALYSIS FINAL REPORT

Wilson River Highway — Mills Bridge-Jordan Creek Section
Grading & Surfacing — Contract 1904 — Prefix 29-1015
S. S. Montague, Contractor — J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$3,558.28	All		$5,000.00	$5,000.00
Felling Danger Trees	317.87	519.9 sq. ft.	0.61	0.90	467.91
Trench Excavation	232.71	358 cu. yd.	0.65	1.00	358.00
Excavation, Single Class	7,066.45	15,045 cu. yd.	0.47	0.25	3,761.25
Overhaul	427.78	27,662 yd. sta.	0.015	0.015	414.93
Truck Haul	87.33	621.3 yd. mi.	0.14	0.16	99.41
Finishing Roadbed & Slopes	383.33	0.73 Mi.	525.11	300.00	219.00
Rounding Cutbanks	99.05	1,290 lin. ft.	0.08	0.10	129.00
Roadbed Cleanup	798.82	7.57 Mi.	105.52	175.00	1,324.75
18" Concrete Pipe	1,244.50	582 lin. ft.	2.14	2.25	1,309.50
36" Corr. Iron Pipe, Prot. Inv.	450.38	80 lin. ft.	5.63	5.55	444.00
4" Rock in Subbase & Base	49,8~~79.82~~ 51.50	27,000 cu. yd.	1.85	1.34	36,180.00
1¼" - 0 Rock in Top Course	28,911.54	17,448 cu. yd.	1.66	1.34	23,380.32
Filler	232.92	695 cu. yd.	0.34	0.35	243.25
Hauling Filler	185.60	2003.5 yd. mi.	0.09	0.15	300.53
Sprinkling	746.79	453.75 M-Gal.	1.65	1.50	680.63
1¼" - 0 Cr. Mat'ls in S.P.	530.88	206.1 cu. yd.	2.58	1.17	241.14
1¼" - 3/4" " " "	5,271.12	3,445.1 cu. yd.	1.53	1.25	4,306.38
3/4" - ½" " " "	4,154.32	2,923.2 cu. yd.	1.42	1.25	3,654.00
½" - ¼" " " "	5,123.79	~~2~~ 3,531.5 cu. yd.	1.45	1.25	4,414.38
¼" - 0 " " "	2,127.56	1,480.6 cu. yd.	1.43	1.25	1,850.75
1¼" - 0 Rock in Top Course PA #1	~~1,073.95~~ 601.45	450.0 cu. yd.	~~2.39~~ 1.336	1.34	603.00
3/4" - 0 Cr. Rock in S.P. PA #1	1,197.52	1,027.8 cu. yd.	1.16	1.25	1,284.75
1¼" - 0 Rejects in S. P. PA #2	775.97	2,217.2 cu. yd.	0.35	0.35	776.02

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P. PA #3	322 67 ~~3[illegible].67~~	323.9 cu. yd.	0.996	1.25	404.88
½"x¼" " " " " " "	109.69	110.1 cu. yd.	0.996	1.25	137.63
¼" - 0 Cr. Rock in S.P. PA #3	85.18	85.4 cu. yd.	0.996	1.25	106.75
¼" - 0 Screen Rejections	225.88	903.5 cu. yd.	0.25	0.25	225.88
Force Account	2,167.25				2,156.36
Sale of Rock to Private Concern	648.70	1,113 cu. yd.	0.58	0.58	648.70
Value of Reject Rock Stockpiled for Future Sale	375.00	1,500 cu. yd.	0.25	0.25	375.00
	$118,036.55				$93,498.10

Total Cost	$118,036.55
Gross Earned	93,498.10
Net Loss	$24,538.45

Net Loss Equals 26.2% of Gross Earned

Detail of Cost

Labor:			
Labor		$39,503.91	
Supervision		4,711.05	
State Industrial Accident Insurance		3,070.06	
Social Security (1% 1936 - 2% 1937)		736.54	
Unemployment Insurance		294.40	
			$48,315.96
Materials:			
18" Concrete Pipe	582 lin. ft. at 1.80	1,047.60	
36" Corr. Iron Pipe Prot. Inv.	80 lin. ft. at 4.50	360.00	
3 - 36" Bands at $4.00 each		12.00	
Rock Royalties		2,742.72	
			4,162.32
Supplies:			
Equipment Rental		35,430.00	
Truck Haul at .04 per ½ yd. mi. (Minus driver's wages)		9,098.36	
Gas, Oil and Grease		9,229.00	
Small Tools & Miscellaneous Supplies		4,703.71	
Powder and Blasting Supplies		2,746.55	
Home Office and General Overhead 2% of Gross Revenue		1,849.48	
Lumber for Bunkers and Plank Road		977.43	
Bond 1% of Gross Revenue		924. 34	
Freight & Cartage		456.65	
Camp		142.33	
			65,558.25
Total Cost			$118,036.53

Wilson River Highway
Mills Bridge-Jordan Cr. Section
Grading & Surfacing

REMARKS:

This job was bid and awarded August 5, 1936. Work was started August 13, 1936 and completed September 18, 1937. The completion date of the contract was set at May 31st, 1937, but because of lost time due to fire hazard and snow the time was extended to August 31st and later to September 18th, the date the work was completed. No penalty was charged.

The work to be done on this contract was as follows:

292+10 - 690+00	7.51 Mi.	Construct one course surfacing
690+00 - 909+20	4.17 Mi.	" Three " "
909+20 - 949+00	0.75 Mi.	Clear, Grade and construct three course surfacing

A temporary plant was started operating Sept. 9, 1936 at Station 763 while the main plant was being erected. The temporary plant consisted of one jaw crusher and 80 h.p. diesel motor. The plant was shut down October 24th, as the equipment was needed for the main setup. 4,000 cu. yd. of rock and 5,000 cu. yd. of gravel had been crushed at an average rate of 20 cu. yd. per hour. The rock was trucked to the plant from a rock slide at Station 769.

The main plant was set up at a quarry site and rock slide at Station 769. This plant was started operating November 8th, 1936 and was shut down August 5th, 1937. It consisted of a 18" x 36" jaw crusher, 15" x 36" jaw crusher, 8" gyratory crusher, two rotary screens, one shaker screen and a 2-drum hoist, all powered with a 120 h.p. diesel engine. A 2-yard drag line bucket was used for bringing the rock to the trap. An average bucket trip of about 250 feet was necessary. At this distance it was impossible to keep the plant supplied with rock so it was crushing only about one-half the time. Much trouble was had with mud gathering in the trough created by the bucket, and it was necessary to have two men beside the dumpman working at the grizzley when it rained. Rock also broke big, and it was frequently necessary toward the end of the job to shut down the plant and shoot individual boulders. This crusher should have produced 30 yards an hour but was held back by the quarry and frequent breakdowns. 25,900 cubic yards were produced at an average rate of 24 cubic yards per hour.

To complete this job on time it became necessary to erect a plant at Mills Bridge at the extreme west end of the job. This plant was set up on a gravel bar. It consisted of a 8" gyratory crusher, 18" x 30" roll crusher, 2 shaker screens and a rotary screen powered with an 80 h.p. diesel engine. Gravel was brought to the trap with a 1-yard bucket powered by a 60 h.p. gas hoist. A second hoist and 1-yard bucket was used for about two months stockpiling gravel on the river bank so that the primary hoist could keep the crusher continuously supplied with gravel. The cost of operating this plant was appreciably less than that of #2 but the haul on some of the materials was as high as 11.7 miles.

Remarks (Continued):

The average cost of all rock in the bunker at crushers 1 and 2 was $1.51 and that at crusher #3, $0.87. Road maintenance, blading and rolling cost $0.205 per cu. yd. and the haul was sub-contracted at $0.04 per yard ½ mile.

About 5,000 cu. yd. of single class excavation was moved by a rented 5-yard scraper in the fall of 1936. The remaining 10,000 cu. yd. was bulldozed with a 40 h.p. cat and dozer. It was necessary to build a trap and truck some of the material. The cost would not have been so high if a scraper or a larger cat and dozer had been used.

This job was bid extremely low and it is doubtful if a profit was possible under any circumstances, but if the designated quarry at Fall Creek at Station 704 had been used, only one setup would have been necessary and the contractor would have probably earned equipment rental.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
JAN 8 1938
FOR FILING

191 D

#1904

January 7, 1938

General Casualty Company of America,
Dooly & Company, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1904 for the construction of the Mills Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County, has been completed by the Contractor, S. [illegible] Montague, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 17, 1938.

The State is not advised of any unpaid claims for labor material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $91,666.49, including the final payment. Of this amount $2,156.56 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

NOV 2[illegible] 1937
FOR FILING
191-D

November 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.
29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. S. H. Probert.

Dear Sir:

When the contract was let last fall for the surfacing and oil production rock on the Wilson River Highway to S. S. Montague, the rock in stock pile was provided on the basis of the O-11 specification then in use, with additional material for maintenance purposes. In the early spring of this year, the oil specifications were changed providing for the two seals again, which increased the rock requirements. On the basis of this change, the additional rock needed for the O-11 specification, for which this rock was being produced, for the 12.4 miles to be covered was as follows:

3/4" - 1/2" Material	14[illegible]	yards
1/2" - 1/4" "	422	[illegible]
1/4"- Minus "	444	

We instructed the contractor to produce this additional material under his contract agreement. He actually produced more of the 3/4" - 1/2" and somewhat less of the 1/2" - 1/4" than called for, also 430 yards of the 1/4" - Minus instead of the 444 requested. These quantities were totaled into the rock production job at the contract prices. In addition to this we accepted from the contractor 903 yards of 1/4" - Minus material as rejects at the reject price.

This explanation is occasioned by the question which has arisen in checking the final estimate by Mr. McCallister as to the inclusion of additional 1/4" - Minus material at the contract price over and above the original 1,050 yards specified in the contract. Because of our instructions to the contractor to produce this additional material, he is entitled to payment at the contract price for 1,480 cubic yards of 1/4" - Minus material shown on the final estimate.

Yours very truly,

F. D. EASON,
Division Engineer

FDE:AM
cc R. H. Baldock
H. G. Smith
J. W. McCallister

J. H. Scott

#1769

RECEIVED
NOV 12 1937
FOR FILING
191-8

November 9, 1937

General Casualty Company of America,
General Insurance Building,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Reference is made to your letter of November 6th concerning the S. S. Montague Contract No. 1904, Mills Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County.

You are advised that this contract was completed on September 18, 1937, and has not yet been accepted by the Highway Commission.

The total amount paid the contractor to date is $89,700.17, and the retained percentage is $2,774.23.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1904

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

November 6, 1937

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 12912 - S. S. Montague
Contract No. 1904 for grading and
surfacing Mills Bridge-Jordan Creek
Section of the Wilson River Highway
Tillamook County

As we understand it this contract has been completed and accepted and we also understand that final payment was expected to be made some time about the middle of October. Will you please advise us the exact completion and acceptance date, also the total contract price, including extras which was received by the contractor for this work. A stamped envelope is attached for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

Pd- to Sept. 18- $89,700.17
Retd. $2,774.23

FORM [illegible] 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FILED NOV 1937
FOR FILE

191-8

November 5th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence is requested in an extension of time for S. S. Montague on Contract No. 1904, Mills Bridge-Jordan Creek Section of the Wilson River Highway, F.A.P. 191-A,B,C,D. This extension will make the completion date September 18th, 1937.

Our records indicate that the Federal Aid portion was completed on August 31st, but that the remaining work consisted in producing maintenance rock in excess of the original contract to enable immediate oiling. It would seem equitable, therefore, that the State Highway Commission grant the full extension requested without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED OCT 27
FOR FILING
191-H

October 26, 1937

IN REPLY PLEASE REFER TO FILE NO.
29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith an application with consent of surety from S. S. Montague for an extension of time on Contract No. 1904, which is the Mills Bridge-Jordan Creek Section of the Wilson River Highway.

The original contract completion date was May 31. An extension was granted to August 31 because of inforced shut-downs due to the closing of the area by the Governor last fall and subsequent bad weather conditions. All road work including grading and surfacing, which comprised the Federal Aid portion of the project, was completed prior to August 31. The remaining work, which extended to September 18, covered the stockpiling of maintenance rock, which material was increased to a considerable extent because of the oiling work which was done on the project this summer.

It is recommended that this extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED OCT 2
FOR FILING
191-H

October 26, 1937

IN REPLY PLEASE REFER TO FILE NO.
29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith an application with consent of surety from S. S. Montague for an extension of time on Contract No. 1904, which is the Mills Bridge-Jordan Creek Section of the Wilson River Highway.

The original contract completion date was May 31. An extension was granted to August 31 because of inforced shut-downs due to the closing of the area by the Governor last fall and subsequent bad weather conditions. All road work including grading and surfacing, which comprised the Federal Aid portion of the project, was completed prior to August 31. The remaining work, which extended to September 18, covered the stockpiling of maintenance rock, which material was increased to a considerable extent because of the oiling work which was done on the project this summer.

It is recommended that this extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer ✓

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
[illegible], Jacksonville
H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. Eason, Division Engineer
Salem

RECEIVED OCT 28 1937 FOR FILING
191-E

October 26, 1937

In reply please refer to file no.
29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith an application with consent of surety from S. S. Montague for an extension of time on Contract No. 1904, which is the Mills Bridge-Jordan Creek Section of the Wilson River Highway.

The original contract completion date was May 31. An extension was granted to August 31 because of enforced shutdowns due to the closing of the area by the Governor last fall and subsequent bad weather conditions. All road work including grading and surfacing, which comprised the Federal Aid portion of the project, was completed prior to August 31. The remaining work, which extended to September 16, covered the stockpiling of maintenance rock, which material was increased to a considerable extent because of the oiling work which was done on the project this summer.

It is recommended that this extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED
State Highway Engineer

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 20 1937
FOR FILING

October 18, 1937

29-1015

Mr. S. S. Montague,
115 S. W. 4th Avenue,
Portland, Oregon.

Dear Sir:

It is noted that the time limit on your contract No. 1904, Mills Bridge–Jordan Creek Section, has overrun the specified date of completion. One extension was granted from May 31, 1937, to August 31, 1937, but as the job was not completed until September 18, 1937, it is necessary that you submit a request for an extension of time, with the consent of your surety, up to and including September 18, 1937.

We urge that you send in the request promptly, as final payment can not be made until the extension is approved by the Highway Commission.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. G. Smith
H. B. Glaisyer

McFarland

191-D

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 191-D, Jordan Creek Section, Wilson River Highway, __________, was made by a representative of this office on September 10, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

for

RECEIVED
OCT 5 1937
FOR FILING

191-K

October 4, 1937.

General Casualty Company of America
Dooly & Company, Agents,
Board of Trade Building
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to S. S. Montague on Contract No. 1904 for grading and surfacing of the Mills Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County. This payment will be made on or after Oct. 14, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

Form 333—5M—12-33

191-B

✓

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 18th, 1937

Section Mills Bridge-Jordan Creek

Kind of work clearing-grading-surfacing

Highway Wilson River

Section prefix 29-1015 FAP 191 ABCD

Contractor S.S.Montague

Contract number 1904

Date of contract August 8th, 1936

Date of completion May 31st, 1937

Date work started " 13th, 1936

Estimated date of completion , 193

Amount of contract $ 88175.75

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $ 92000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5321.10, 6.00 %

Date project was completed September 18th, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Went over the project from Mills Bridge to Jordan Creek yesterday with Mr Sullivan and he has completed all the items which were called to his attention.As he could not get a fire permit,some of the wood was loaded and hauled away.The timbers where he has stored the crusher have been moved back to the R/W line.The plant al Mills Bridge has been moved out.

Mr Eason,Division Engineer,over the project on the 13th.

No monthly estimate was sent in on the 15th as we had expected to get the final and semi final out by this time but the Monroe got out of order and we have had to do a lot of re checking.However ,it should be in the mail either Tuesday or Wednesday of next week.

Since the road has been oiled,traffic has increased and cars are travelling quite fast.It might be well to have up a few signs or fence panels at such places as the Randall corner,Mills Brdge and the bridge near Camp Wilson where temporary alignment is being used and the curves are sharper than on the rest of the section.

RECEIVED
SEP 20 1937

RECEIVED
SEP 20 1937
DIVISION ENGINEER

Signed J.H.Scott

JHScott

Address Nehalem,Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.75	12.6			
Miles partially completed					
Miles completed	.75	12.6			
Total estimated quantities	15100	59000			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		14			

Percentages of men employed on contract to be secured from: Tillamook USES

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	USES COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11					3	14
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., ..., ..., ...

Sept	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 12th	clear		
Monday 13th	Cloudy		
Tuesday 14th	"		
Wednesday 15th	clear		
Thursday 16th	"		
Friday 17th	"		
Saturday 18th	Cloudy		

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
191-A,B,C,D

May 29th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in an extension of time on the Mills Bridge-Jordan Creek Section, S. S. Montague, contractor, F.A.P. 191-A, B,C,D, to August 31st, 1937.

The unprecedented dry weather created a fire hazard which prevented all burning until November and even caused the suspension of all operations during the latter part of September. During January the contractor was ordered to suspend operations on account of the frozen roadbed, and this entailed a delay of two months. The shutdown caused by the direct order of the Forest officials and by the State Highway Department aggregated approximately 90 days.

I, therefore, recommend the extension of 90 days be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAY 26 1937
FOR FILING

191-8

May 25, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: **Attention: H. G. Smith, Construction Engineer**

Herewith a request from S. S. Montague for a 90-day extension of time on his contract No. 1904, covering certain grading, surfacing, and stock pile production rock on the Wilson River Highway.

The facts recited in Mr. Montague's letter are correct as to the enforced delays caused by the fire hazard shut-down last fall and the freeze-up during the winter. Additional delay has been caused by the extremely wet weather all spring. The total of these enforced delays, as indicated by his own statement, is approximately two months. He is, however, requesting an extension of 90 days.

I feel quite certain that Mr. Montague will be able to complete all the work required under the contract except perhaps the stock pile material, by the end of July. It is recommended, therefore, that an extension of 60 days be granted for the completion of all road work entailed in the contract, and an allowance of an additional 30 days for the completion of all stock pile material.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MB
Enc.
cc Mr. R. H. Baldock ✓

RECEIVED
JUN 12 1937
FOR FILING
191-8

R H BALDOCK

NOTED
State Highway Engineer

Cost Analysis to May 15th, 1937
Wilson River Highway
Mills Bridge-Jordan Cr. Section
Grading and Surfacing

Contract 1904 Prefix 29-1015
S. S. Montague, Contractor J. H. Scott, Resident Engineer

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,919.52	90%		$3,000.00	$2,700.00
Falling Danger Trees	322.15	519.9 sq. ft.	$0.62	0.90	467.91
Trench Excavation	217.97	280.0 cu. yd.	0.778	1.00	280.00
Excavation, Single Class	3,917.05	9,220.0 cu. yd.	0.425	0.25	2,305.00
Overhaul	260.38	9,800.0 yd. sta.	0.027	0.015	147.00
Roadbed Cleanup				175.00	
18" Concrete Pipe	1,129.30	582 lin. ft.	1.94	2.25	1,309.50
36" Corr. Iron Pipe P.I.	422.44	80 lin. ft.	5.28	5.55	444.00
Rocking Sub-base & base	40,596.21	23,761 cu. yd.	1.708	1.34	31,839.74
" Top Course	10,169.21	5,952 cu. yd.	1.708	1.34	7,975.68
Filler	5.52	26 cu. yd.	0.212	0.35	9.10
1¼" - 0 Cr. Mat'l in Stp.	538.58	280 cu. yd.	1.923	1.17	327.60
1¼" - 3/4" " " "				1.25	
3/4" - ½" " " "	307.65	160 cu. yd.	1.923	1.25	200.00
½" - ¼" " " "	326.88	170 cu. yd.	1.923	1.25	212.50
¼" - 0 " " "	192.28	100 cu. yd.	1.923	1.25	125.00
Force Account	135.14				116.85
Camp	463.42				367.47
	$61,924.08				$48,827.35

Total Cost	$61,924.08
Gross Revenue	48,827.35
Net Loss	$13,096.73

Net Loss Equals 21% of Gross Earned

Mills Bridge-Jordan Creek

Detail of Cost

Labor:			
Labor		$22,272.39	
Supervision		3,186.00	
State Industrial Accident Insurance		1,471.70	
" Unemployment Insurance		181.89	
Social Security		98.26	
			$27,210.24
Materials:			
18" Concrete Pipe	582 lin. ft. at 1.45	843.90	
36" Corr. Iron Pipe	80 lin. ft. at 4.17	333.60	
Rock Royalties	.04 per cu. yd. at crusher #2	1,117.52	
" "	.05 " " " " " #3	124.25	
			2,419.27
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		18,610.68	
Truck Rental, Including Gas & Oil		1,952.80	
Gas, Oil & Grease		5,787.54	
Miscellaneous Supplies		3,615.48	
Freight & Cartage		211.19	
Lumber & Supplies		914.45	
Bond 1% of Gross Revenue		484.60	
Explosives		1,313.50	
Drilling Supplies		119.44	
General Supplies & Tools		2,521.89	
Overhead (Portland office)		1,325.00	
Equipment Insurance		48.32	
			36,904.89
	Cost Grand Total		$66,534.40
45% of Cost of Moving In & Erecting Crushers will be prorated later as job progresses			4,610.32
			$61,924.08

Mills Bridge-Jordan Creek

Contract 1904, Prefix 29-1015
S. S. Montague, Contractor J. H. Scott, Resident Engineer

REMARKS:

This job was bid August 5, 1936. Clearing and erection of a temporary crusher began August 15th. A permanent plant at Station 770 started crushing rock about Sept. 21st, and the third plant near Mills Bridge at the west end of the job was started May 5, 1937. To May 15th, 55% of the work was complete and 95% of the time elapsed.

All grading with the exception of about 9,000 cu. yds. at Jordan Creek was complete by October 17th, 1936. A 40 H.P. diesel cat, dozer and 5-yd. Austin-Western scraper were used. A 75 H.P. diesel cat and dozer were used about 3 weeks. Grading of the unfinished section at Jordan Creek was resumed March 11th, with the 40 H.P. diesel cat and dozer. About 1,000 cu. yds. were to have been hauled across the Jordan Creek bridge from the west side but about 700 cu. yds. of this was borrowed on the south side adjoining the fill. This saved the contractor some money as otherwise all of the 1,000 yards would have had to be trucked across the bridge. The rest of the material needed is being pushed into a trap by the 40 H.P. cat and trucked to the fill. All excess material in the cut on the west side of the bridge is to be used in widening the roadbed there.

A temporary plant was set up in a rock cut on the right of way at Station 763, and crushing was started September 9th. This was a one crusher plant powered with a 60 H.P. diesel engine. Material was brought to it with a 75 H.P. diesel cat and dozer. On September 26th, all gravel was used up at this set and rock was then trucked to it from a talus slide at Station 770. On October 24th, this plant was shut down as the equipment was needed in the permanent plant at Station 770. 5,000 cu. yds. of crushed gravel and 4,000 cu. yds. of crushed rock had been produced at an average rate of 20 cu. yds. per hour.

A large plant equipped with an 18" x 36" jaw crusher, 9" x 36" jaw recrusher, 28" cone recrusher, a shaker screen and two rotary screens powered with a 120 H.P. diesel engine was erected at a talus slide at Station 769. A 2-yd. dragline bucket powered with a hoist that runs off the 120 H.P. engine brings the rock to the trap where the rock is passed over a grizzly to eliminate part of the dirt and fines before it goes to the 18" x 36" jaw crusher. This plant should average about 50 cu. yds. per hour, but due to the distance the bucket travels (average about 250 feet) and the dirt, mud and clay, the plant has produced only about 24 cu. yds. per hour operating time. Also, during the last month, it has been increasingly difficult to get rock enough to supply the plant as all the loose rock has been used and rock is now shot down from a solid face. All rock is washed at the first rotary screen by a pump producing about 150 gallons per minute. This is sufficient to clean the rock during dry weather, but whenever there is rain, it is difficult to keep the rock free of mud. This plant started November 28th, and on January 8th, freezing weather and snow made it necessary to close down until February 24th.

Remarks (Continued)

Erection of a third plant about 700 feet below Mills Bridge at the west end of the job began March 25th. This plant started May 5th, and after several days running during which all minor troubles were corrected and the hauling road was shaped up, it began to produce about 400-500 cu. yds. of road and oil rock per day (2 7-hr. shifts). This plant is located on a large gravel bar running in size of about 10" rock and down. The bar is from 15 to 24 feet deep, 150-200 feet wide and 400 feet long. The plant consists of a 28" Traylor gyratory crusher, 18" x 30" roll crusher, 2 shaker screens and a rotary screen, powered with an 80 H.P. Y type diesel engine. Gravel is brought to the trap with a 1-yd. bucket powered by a 60 H.P. Leroi gas engine.

Mr. Montague intends to complete his base rock and some oil rock from the plant at Station 769. The plant at Mills Bridge will produce all top and oil rock. If this plant holds up, all rock should be out about July 1st.

To May 15th, 23,761 cu. yds. of 4" - 0" base rock, 5,952 cu. yds. of 1¼" - 0" top rock and 710 cu. yds. of stockpiled oil rock, or a total of 30,423 cu. yds. of rock had been produced. There are 1,639 cu. yds. of 4" - 0", 15,748 cu. yds. of 1¼" - 0" and 11,290 cu. yds. of stockpiled oil rock, or a total of 28,677 cu. yds. of rock, yet to be crushed.

Costs have been exceedingly high on this job because of the poor quarry at Station 769, three plant set-ups and continual minor breakdowns. If the designated quarry at Fall Creek had been used, only one set-up would have been required and the contractor would probably not have suffered a loss.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RH BALDOCK

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Cost Analysis to April 15th, 1937
Wilson River Highway
Mills Bridge-Jordan Creek Section
Grading and Surfacing
Contract 1904 Prefix 29-1015
S. S. Montague, Contractor
J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,919.52	90%		$3,000.00	$2,700.00
Felling Danger Trees	122.15	200 sq. ft.	0.611	0.90	180.00
Trench Excavation	217.97	280 cu. yds.	0.778	1.00	280.00
Excavation, Single Class	3,504.88	8,620 cu. yds.	0.407	0.25	2,155.00
Overhaul	260.38	9,800 yd. sta.	0.027	0.015	147.00
18" Concrete Pipe	1,134.90	582 lin. ft.	1.95	2.25	1,309.50
36" Corr. Iron Pipe	422.44	80 lin. ft.	5.28	5.55	444.00
Rock Sub-Base & Base	35,226.08	22,033 cu. yds.	1.599	1.34	29,524.22
Rock in Top Course	4,910.53	3,071 cu. yds.	1.599	1.34	4,115.14
Filler	5.52	26 cu. yds.		0.35	9.10
1½" - 0" Mat'ls in Stp.	403.80	280 cu. yds.	1.46	1.17	327.60
Force Account	135.19				116.85
Camp	364.41				315.47
	$ 49,627.77				$ 41,623.88

Total Cost $49,627.77
Gross Earned 41,623.88
Total Loss $8,003.89

Net Loss Equals 19.2% of Gross Revenue

NOTED

Mills Bridge-Jordan Creek Section

Detail of Cost

Labor:

Labor	$18,481.67	
Supervision	2,766.00	
State Industrial Accident Insurance	1,174.42	
State Unemployment Insurance	139.78	
Social Security	56.15	
		$22,618.02

Materials:

18" Concrete Pipe	582 lin. ft. at $1.45	843.90	
36" Corr. Iron Pipe	80 lin. ft. at 4.17	333.60	
Rock Royalties		1,015.36	
			2,192.86

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	14,903.00	
Truck Rental, including Gas & Oil	1,499.17	
Gas, Oil & Grease	4,640.80	
Miscellaneous Supplies	3,531.33	
Freight & Cartage	211.19	
Lumber & Supplies	894.45	
Bond (1% of Gross Revenue)	413.08	
Explosives	1,151.50	
Drilling Supplies	69.44	
General Supplies & Tools	2,034.46	
Overhead (Portland Office)	1,200.00	
		30,548.42

Cost Grand Total	$ 55,359.30
Part of the Cost of Moving In and Erecting Crushers will be Prorated Later as Job Progresses: Deduct -	5,731.53
Total	$ 49,627.77

Mills Bridge-Jordan Creek

Contract 1904

REMARKS:

This job was bid August 5th, 1936. Work was started August 13th, 1936, and to April 15th, 1937, was about 47% complete, with 84% of the time elapsed. It is apparent that an extension of time will be necessary.

Dry weather increased the cost of clearing as the logs had to be piled alongside the grade and then dragged in and burned when the weather permitted.

A temporary plant was set up in a rock cut on the right of way at Station 763, and crushing was started September 9th. This was a one crusher plant powered by a 80 H.P. diesel engine. Material was brought to it with a cat and dozer. On September 26th, all gravel was used up at this set, and the contractor then trucked rock to the plant from a rock slide at Station 770. On October 24th, this plant was shut down as the equipment was needed in the permanent plant at 770. 5,000 cu. yds. of crushed gravel and 4,000 cu. yds. of crushed rock had been produced at an average rate of 20 cu. yds. per hour.

A large crushing plant equipped with a 18" x 36" jaw crusher, 9" x 36" jaw recrusher, 28" cone recrusher, a shaker screen and two rotary screens powered with a 120 H.P. diesel motor was set up at a talus slide at Station 769. A 2-yard dragline bucket brings the rock to a trap, and the rock is passed over a grizzly to eliminate part of the dirt and fines before it enters the 18" x 36" crusher. This plant should produce about 50 cu. yds. of rock an hour, but due to the distance the bucket travels (Av. about 250 feet) and the dirt, mud and clay the plant has only produced about 24 cu. yds. per hour operating time. A good deal of time is lost here as the bucket is never sent back until the trap is nearly empty. Whenever it rains, water runs down the trough formed by the bucket leaving much mud, which almost stops production. About March 15th, a pump was brought in that was supposed to deliver 300 gallons per minute, but due to the 50-ft. lift of water, it produced only half that. About March 20th, this pump broke down and March 22nd, it was replaced by a Fairbanks Morse also supposed to deliver 300 gallons but which produces only about 150 gallons.

The water is pumped to the first rotary screen at the head of the conveyor belt, a lift of about 50 feet. When the weather is fair, the amount of water cleans the rock satisfactorily, but when there are heavy rains, trouble is experienced keeping the rock clean. A pit has been dug under the grizzly preparatory to washing the rock there also, but as yet has not been used. The plant has had frequent minor breakdowns such as the conveyor belt slipping, the hoist frictions not working etc. Also, due to the continual rolling of large rocks down the path of the bucket, the men cannot work wholeheartedly as half the time they are watching the hillside. This plant started operating November 28th. Rain and winter weather hampered work and on January 8th, freezing weather and snow made it necessary to close down until February 24th.

Mills Bridge—Jordan Creek
Remarks (Continued)

On March 25th, erection of a third plant began. The plant is located on a large gravel bar about 700 feet below Mills Bridge at the west end of the job. This plant will be powered by an 80 H.P. Y type diesel engine. It will contain a 28" Traylor gyratory crusher, 18" x 30" roll crusher, 2 shaker screens and one rotary. The gravel will be pulled in an average distance of 70 feet by a 2-yard bucket powered with a 60 H.P. Leroi engine to a trap where it will then go to the crusher. The plant looks fairly good and should produce about 450 cu. yds. of rock per 2-7 hr. shifts which is the present plan of Mr. Montague, the contractor. If necessary another shift will be added. This plant was expected to start April 26th.

Mr. Montague intends to complete his base rock and some oil rock from the set up at Station 769. The plant at Mills Bridge will produce all oil and top rock. Both plants will run until the job is complete.

To April 15th, 22,033 cu. yds. of rock sub-base and base, 3,071 cu. yds. of topping and 280 cu. yds. of stockpiled oil rock, or a total of 25,384 cu. yds. of rock, had been produced. There are 5,000 cu. yds. of base, 11,700 cu. yds. of cruchsed materials for stockpile and 17,870 cu. yds. of topping, a total of 34,570 cu. yds., yet to be crushed.

This job was bid low, but if the designated quarry at Fall Creek had been used, only one set-up would have been required, better production would have been made and the contractor probably would not have suffered a loss.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

191-8

RECEIVED
MAR 18 1937
FOR FILING

March 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With reference to the surfacing project on the Wilson River, contract No. 1904, S. S. Montague, Contractor, it is quite apparent that the work will not be completed by the completion date specified in the contract. I wrote the contractor a short time ago and urged him to increase his out-put and also install another plant at the lower end of the job. This, I believe, he has arranged to do.

Of the 45,300 yards of surfacing material called for, there is still 31,000 to be placed. In addition there are 12,000 yards of maintenance rock to be stock piled. The contract completion date is May 31. The contractor was shutdown by the Governor's closing order last October, which affected his clearing and grading work only. The crushing plant was shut down one day, but started again the following day. However, the plant was shut down from January 8 to February 24 because of freezing weather and the heavy snow conditions. During this period the rock could hardly have been accepted if he had produced, as it would have been impossible to properly construct the macadam surface. I believe, therefore, he would be entitled to an extension of time because of this enforced shutdown. I do not know how the Bureau would consider this and suggest that if you agree with me you write the Bureau and state that you consider the contractor is entitled to this extension.

Even with this extension, I am fearful the contract cannot be completed. I believe it will be at least the 31st of July before all work is done. However, the maintenance material is entirely State work, and I think perhaps the road work in which the Government is concerned might all be completed by the contract limit extended as above suggested.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

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1937
FILING
191-

February 22, 1937

IN REPLY PLEASE REFER TO FILE NO. 29-1015

Mr. S. H. Montague,
39 S. E. Salmon Street,
Portland, Oregon.

Dear Sir:

Referring to your Mills Bridge-Jordan Creek contract No. 1904 on the Wilson River Highway in Tillamook County.

This contract was let on August 5. Actual work started August 13. The major part of your clearing and grading work was completed as required during the fall months, and the rock base was placed on that portion east of Fall Creek, so that the necessary traffic over that portion of the road has been carried without trouble.

However, your contract calls for the completion of all work by May 31. Approximately 62 per cent of the time has now elapsed, and of the 57,300 cubic yards of crushed material called for under the contract, only 14,430 have been produced. This is approximately 25 per cent. This will require an average of 14,300 cubic yards per month for the next three months. It is very apparent that this is going to be impossible of accomplishment under your present set-up arrangements, gauged by past production.

It is highly important that an additional set-up be arranged for on the lower end of this contract immediately, or other approved alterations be instituted in order to complete this work within the specified time limit plus such extension as you may be entitled to because of enforced shutdowns due to the fire hazard last fall and the recent heavy snow condition. It would appear to me that an additional set-up down toward the lower end of the contract is going to be essential to get this job completed as per schedule. By working your present plant to maximum capacity, it will be impossible to do more than the production of the rock required within the haul limit of your present set-up by the completion date. To use your same plant on a new set-up after that time

NOTED
State Highway Engineer

Mr. S. S. Montague February 22, 1937.

would cause a delay of a month to six weeks before production could be started.

We must advise therefore that arrangements should be made at once to take such steps as may be necessary to complete your contract as above provided.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith
J. H. Scott

F-20 F-C

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FEB 18 1937
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191-E

February 17, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock:

Attached hereto is an application for extension of time on the Jordan Creek Bridge job in Tillamook County, our contract no. 1910, Odom and Skeels, contractors; also consent of surety to an extension for thirty days and recommendation from the Bureau of Public Roads that the extension be granted without penalty for seven days and with engineering expenses for time in addition to seven days.

I would recommend that the extension be granted under these conditions.

G. S. Paxson

GSP LD
Attached
cc H. B. Glaisyer

BALLECK

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191-8

COST ANALYSIS TO FEB. 15, 1937

Wilson River Highway Mills Bridge — Jordan Creek Section
Grading & Surfacing Contract 1904 Prefix 29-1015
S. S. Montague, Contractor
J. H. Scott, Resident Engineer.

	Cost	Quantity		Unit Cost	Unit Bid All	Gross Revenue
Clearing and Grubbing	$ 2,823.80	~~9070~~ 90%		——	$3,000.00	$ 2,700.00
Felling Danger Trees	52.87	90	Sq.Ft.	0.587	.90	81.00
Trench Excavating	91.54	131	C.Y.	0.60	1.00	131.00
Excavation, Single Class.	2,780.00	4900	C.Y.	0.567	0.25	1,225.00
Overhaul	146.00	7300	C.Y.	0.02	.015	109.50
18" Concrete Pipe	459.90	219	L.F.	2.10	2.25	492.75
36" Corr. Iron Pipe, Prot. Inv.	512.00	80	L.F.	6.40	5.55 ~~5.25~~	444.00
Rocking Sub-base & base	26,656.05	16095	C.Y.	1.65	1.34	21,567.30
" Topping Course	3,649.29	2212	C.Y.	1.65	1.34	2,964.08
Filler	4.70	26	C.Y.	0.18	0.35	9.10
1¼" - 0" Cr. Mat. In S.P.	461.94	280	C.Y.	1.65	1.17	327.60
Force Acct. Work	112.61					116.85
Lodging	103.06					57.00
	$ 37,853.76					$ 30,168.18

Gross Earned	$30,168.18
Total Cost	37,853.76
Net Loss	$ 7,685.58

Net Loss equals 25% of Gross earned.

EHC/H

3/15/37

March 5, 1937

COST ANALYSIS TO FEB. 15, 1937

Wilson River Highway — Mills Bridge - Jordan Creek Section
Contract 1904 — Prefix 29-1025

S. S. Montague, Contractor
J. H. Scott, Res. Engineer

Labor:

Labor	$12,319.26	
Supervision	1,662.00	
State Industrial Accident Insurance	735.06	
State Unemployment Insurance	65.15	
Total		$14,781.47

Materials:

18" Concrete Pipe	219 L. F.	at $1.35	$ 397.50	
36" Corr. Iron Pipe	80 L. F.	" 5.17	413.32	
Total				$ 810.80 71

Equipment Rental, Supplies & Misc.

Equipment Rental		12,683.80	
Gas, Oil & Grease		3,113.10	
Misc. Supplies		3,817.21	
Freight & Cartage		135.43	
Camp lbr. & Supplies		593.33	
Bond (170 of Gross Revenue)		301.68	
Explosives		543.86	
Drilling Supplies		69.44	
Rock Royalties	at 0.04 C. Y.	756.00	
General Supplies & Tools		1,547.62	
Overhead (Portland Office)		900.00	
Total		$ 24,461.47	24,461.47

Grand Total	$40,053.76
Less $2200 plant setup to be charged later	2,200.00
TOTAL	$37,853.76

EHC/H
March 15, 1937

Contract 1904

REMARKS:

This job was bid Aug. 5, 1936. Work was started Aug. 13, 1936 and to Feb. 15, 1937 was about 34% complete with 65% of the time elapsed. Slow progress has been made, which is partly due to poor quarries, snow, freezing weather, and Mud. A time extension of about 2 months will be required as the completion date is May 31, 1937.

Dry weather hampered and increased cost of clearing as the logs were piled along side of grade and then dragged in and burned later when burning was permitted.

A temporary crushing plant was set up at a gravel bank located at Sta. 763. This was a one crusher plant and produced about 5000 cu. yds. of crushed gravel and 4000 cu. yds. of crushed rock for subbase while a larger crushing plant was being erected.

This plant started crushing September 9 and was shut down Oct. 24. as the equipment was needed in the larger plant. The average production from this plant was about 20 cu. yds. per hour.

A large crushing plant equipped with 18" x 36" Jaw crusher 9" x 36" Jaw Crusher, 28" cone crusher, a shaker screen and revolving screen, powered with 120 H.P. Diesel Motor was set up at a talus slide at Station 767. A 2 yard dragline bucket brings the rock to a trap and the rock is passed over a Grizzley to eliminate part of the dirt and fines before it enters the crusher. This plant should produce about 50 cu. yds. per hour but due to the long distance the dragline has to travel (About 300 feet) and the dirt, mud and clay mixed with the talus rock the plant has only been producing about 20 cu. yds. per hour operating time. With better weather and an improved method of disposing of dirt and mud the plant will probably increase production to about 30 cu. yds. per hour. This plant started operating Nov. 28. Rain and winter weather has hampered progress. On Jan. 8, freezing weather made it necessary to close down and production was not resumed until Feb. 24th.

About 18,590 cu. yds. of crushed rock has been produced since the job was started August 13. There are still about 43,000 cu. yds. of crushed rock to be produced. The contractor plans on setting up another crusher on the west end of the job and will crush gravel taken from the Mill Bridge Gravel Bar. With two crushers the contract should be completed some time in July.

The contractor has expended about $7200 on moving and erecting crushers to date. The erection of another crusher will cost about $3500. Also with two crushers more street equipment will be required. The job now shows a large loss and the loss will probably increase as the job continues. The job was bid low but if the quarry at Fall Creek near Station 704 which was designated in the Specification had been selected only one crusher would have been required, better production could have been made and the contractor would not have suffered a loss.

E. H. Clymer,
Cost Analyst.

By

J. D. Nelson

EHC/H
March 15, 1937

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JAN 29 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 191-D,
Jordan Creek Section,
Wilson River Highway.

191-D

January 22, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JAN 25 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hwy 30117

Form P. R. 2

State ......Oregon........................

Project No. ....391-B..................

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of November, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 21st day of July, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, nine hundred seventy and 00/100 dollars ($19,970.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey station 909+20, at the east end of Section C of said project, in the SE¼, Sec. 25, T.1 N., R. 8 W., W. M. and survey station 949+00 in the SE¼, Sec. 24, T. 1 N., R.8 W., W. M.

, length 0.751 of a mile~~s~~, in Tillamook County, being Section D of Oregon project No. 191, consisting of 0.723 of a mile~~s~~ of roadway and 1 bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.028 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of nineteen thousand, nine hundred seventy and 00/100 dollars ($19,970.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand seven hundred twenty-three and 00/100 dollars ($32,723.00), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of January, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

[illegible]

SECRETARY OF AGRICULTURE

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 191-D, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $2,723.00 as the total estimated cost of said project, and the sum of $19,970.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of January one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

COMMISSIONERS
P. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
DU VELLE, JACKSONVILLE
W. S. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 22 1937
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191-[illegible]

January 20, 1937.

Odom & Nichols
Tillamook, Oregon.

Gentlemen:

Before the request for a time extension on your contract for the Jordan Creek Bridge can be presented to the Commission, it will be necessary that you have the consent of your bonding company to the extension. Will you please arrange to obtain such consent, in writing, forwarded to this office?

In connection with this time extension, please note the specifications in Section 1050 of the General Specifications, which provides that the state shall deduct from your estimate an amount equal to the cost of maintaining the necessary force of engineers and inspectors on the work during the additional time consumed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AF

cc R. H. Baldock

FORM 2-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 21 1937
FOR FILING
191-8

January 18th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In regard to your inquiry concerning the time when Montague will move his crusher on the Mills Bridge-Jordan Creek Section of the Wilson River Highway.

In my opinion, the contractor will not be ready to move his crusher before March 15th.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
NOV 20 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 191-D
Jordan Cr. Sec. of Wilson Riv. Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fw

RECEIVED
FOR FILING

191-C

2 1936
COMMISSION

Nehalem,Oregon.

October 30th,1936

Contract # 1904
29-1015

Mr F.D.Eason
Division Engineer,
Oregon State Highway Dept.,
Salem,Oregon.

NOTED
State Highway Engineer

Dear Sir:

In reference to the attached letter written by Mr Baldock,wish to state that the operation referred to has been changed .This was discussed with Mr Montague on the job yesterday and he explained the precautions that he is providing for.It will be much safer but when a rock deposit that is 150 to 200 feet above the plant is being worked, there is a chance for a wide difference of opinion as to what is safe.I think that Mr Montague is taking precaution to reasonably assure safety for the men working.One man was hurt a few weeks ago by a rolling rock but it was largely his own fault as he climbed a pole where there was no chance to dodge instead of getting where he could step aside.

Yours truly,

J.H.Scott

J.H.Scott
Resident Engineer

CC Mr H.G.Smith,
cc Mr R.H.Baldock.

191-D

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Jordan Creek Section, F. A. Project No. 191-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. M. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B

JORDAN CREEK SECTION OF THE
WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1936

Roadwork (Contract No. 1904)

All Required		Clearing and Grubbing		$ 3,000.00
400	sq. ft.	Falling Danger Trees	$ 0.90	360.00
250	cu. yds.	Trench Excavation	1.00	250.00
14,000	cu. yds.	Excavation, Single Classification	0.25	3,500.00
25,300	yds. sta.	Overhaul	0.015	379.50
1,100	yds. mi.	Trench Haul	0.16	176.00
0.73	mile	Finishing Roadbed and Slopes	300.00	219.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
170	lin. ft.	18" Concrete Pipe	2.25	382.50
70	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.55	388.50
3,800	cu. yds.	Rock in Subbase and Base	1.34	5,092.00
1,200	cu. yds.	Rock in Top Course	1.34	1,608.00
100	cu. yds.	Filler	0.35	35.00
100	yd. mi.	Hauling Filler	0.15	15.00
50	M-Gal.	Sprinkling	1.50	75.00
			Subtotal	$ 15,860
			10% Engr. & Cont.	1,586
			Total	$ 17,446

Jordan Creek Bridge (Contract No. 1910)

85	cu. yds.	Excavation	$ 5.00	$ 425.00
10	cu. yds.	Excavation below plans	5.00	50.00
340	cu. yds.	Class "D" Concrete	24.00	8,160.00
62,000	lbs.	Metal Reinforcement	0.05	3,100.00
310	lin. ft.	Concrete Handrail	4.25	1,317.50
All Required		Remove Old Bridge and Maint. Traffic		837.00
			Subtotal	$ 13,889
			10% Engr. & Cont.	1,388
			Total	$ 15,277

[illegible]

Length of Roadway	0.723 mile
" " Bridge	0.028 "
Total Length	0.751 "
Cost per mile, Roadway	$ 24,130

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 17,446	$ 10,647 (61%)	$ 6,799
Bridge	15,277	9,323 (61%)	5,954
	$ 32,723	$ 19,970	$ 12,753

State Funds for Construction: Chap. 175, Laws 1917; Chap. 51, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

[illegible]

[illegible]

[illegible]

×

191-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

AUG 12 1936

August 11, 1936

RECEIVED
OCT 28 1936
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 191-D, the Jordan Creek Section of the Wilson River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The bridge plans have not been checked in detail but are recommended as satisfactory for advertising subject to any changes that may be found necessary after this check has been made.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1936

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 191-D, bridge over Jordan Creek on the Wilson River Highway, to Odom & Skeels, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. [illegible], bridge over Jordan Creek on the Wilson River Highway, to [illegible], Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. R. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

191-D

RECEIVED
OCT 28 1936
FOR FILING

August 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.,
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Jordan Creek Bridge, Project No. 191-D.

Five bid proposals and five blueprint copies of plan sheets, numbers 2 and 4, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 191-B

JORDAN CREEK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1936

Roadwork (Low bid prices)

All Required		Clearing and Grubbing		$ 3,000.00
400	sq. ft.	Felling Danger Trees	$ 0.90	360.00
250	cu. yds.	Trench Excavation	1.00	250.00
14,000	cu. yds.	Excavation, Single Classification	0.25	3,500.00
25,300	yd. sta.	Overhaul	0.015	379.50
1,100	yd. mi.	Truck Haul	0.16	176.00
0.73	mile	Finishing Roadbed and Slopes	300.00	219.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
170	lin. ft.	18" Concrete Pipe	2.25	382.50
70	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.55	388.50
3,800	cu. yds.	Rock in Subbase and Base	1.34	5,092.00
1,200	cu. yds.	Rock in Top Course	1.34	1,608.00
100	cu. yds.	Filler	0.35	35.00
100	yd. mi.	Hauling Filler	0.15	15.00
50	M-Gal.	Sprinkling	1.50	75.00
			Subtotal	$ 13,160.50
			10% Engr. & Cont.	1,316.05
			Total	$ 14,476.55

Jordan Creek Bridge (Estimated Prices)

85	cu. yds.	Excavation	$ 3.00	$ 255.00
10	cu. yds.	Excavation Below Plans	5.00	50.00
340	cu. yds.	Class "D" Concrete	22.00	7,480.00
62,000	lbs.	Metal Reinforcement	0.055	3,410.00
310	lin. ft.	Concrete Handrail	5.00	1,550.00
All Required		Remove Old Bridge and Maint. Traffic		500.00
			Subtotal	$ 13,245.00
			10% Engr. & Cont.	1,324.50
			Total	$ 14,569.50

Length of Roadway	0.723 mile
" " Bridge	0.028 "
Total Length	0.751 "
Cost per mile, Roadway	$20,022.89

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 14,476.55	$ 8,830.69	$ 5,645.86
Bridge	14,569.50	8,887.39	5,682.11
	$ 29,046.05	$ 17,718.08	$ 11,327.97

191-D

RECEIVED
OCT 28 1936
FOR FILING

July 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Jordan Creek Section, Federal Aid Project No. 191-D.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Additional copies of the plan title sheet which will contain Mr. Baldock's signature will be sent to you later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR.

Encl.

Oregon State Highway Department

Federal Aid
Project No. 191-D

JORDAN CREEK SECTION OF THE
WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 17, 1936

All Required		Clearing and Grubbing		$ 5,000.00
400	sq. ft.	Felling Danger Trees	$0.50	200.00
250	cu. yds.	Trench Excavation	1.00	250.00
14,000	cu. yds.	Excavation, Single Classification	0.30	4,200.00
25,300	yd. stas.	Overhaul	0.03	759.00
1,100	yd. mi.	Truck Haul	0.20	220.00
0.73	mile	Finishing Roadbed and Slopes	300.00	219.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
170	lin. ft.	18" Concrete Pipe	2.50	425.00
70	lin. ft.	36" Corrugated Iron Pipe, Protected Invert	5.50	385.00
3,800	cu. yds.	Rock in Subbase and Base	1.50	5,700.00
1,200	cu. yds.	Rock in Top Course	1.70	2,040.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.20	20.00
50	M-Gals.	Sprinkling	2.00	100.00
			Subtotal	$19,758.00
			10% Engr. & Cont.	1,975.80
			Total	$21,733.80

Length of Roadway	0.727 mile
" " Bridge	0.024 "
Total Length	0.751 "
Cost per Mile, Roadway	$2,989.51

Federal Aid Fund's Requested- $13,257.61 (61%)
State Funds- 8,476.18

$21,733.80

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 27 1936
FOR FILING

191-8

October 25th, 1936

Mr. F. [illegible] Bason
Division Engineer
Office

Dear Sir:

Will you kindly investigate the attached complaint from the officials of the Tillamook Local #1, Oregon Workers Alliance that workmen on the Mills Bridge-Jordan Creek Section, under contract to S. S. Montague, have been hurt, and that there is danger of loss of life by reason of the movement of an old slide from which rock is being taken.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

191-8

RECEIVED
OCT 27 1936
FOR FILING

October 26th, 1936

Mr. Willard J. Swanson, Secretary
Tillamook Local No. 1
Oregon Workers Alliance
Tillamook, Oregon

Dear Sir:

Your letter addressed to the State Safety Department has been referred to the State Highway Commission for answering.

An investigation will be made immediately of the danger to workers on the Mills Bridge-Jordan Creek Section, under contract to S. S. Montague.

Very truly yours,

State Highway Engineer

l

cc to: R. G. Smith
F. B. Bacon
J. H. Scott

REFERRED TO
H. G. Smith
By State Highway Engineer

Please prepare a
letter for my
signature.
R. H. B.

OCT 24 1936
OREGON
HIGHWAY

Tillamook, Oregon
Oct. 23, 1936

Department
regon

was brought to our attention
gular meeting of the "Tillamook
gon Workers Alliance", that
working with the S. S. Montgue
the Wilson river road, have
been seriously hurt and there is danger at all times that someone will loose their life as this company is taking rock from an old slide which it is clamed may break loose and cover any workmen that are working in its path. We feel that someone should be sent out to look into this matter and especially to go to the top of said slide and investigate.

Please take action on this at once.

Yours very truly,
Willard J. Swenson. Sec.
Arthur L. Miller Pres.

State Highway Engineer

OCT 24 1936
OREGON
HIGHWAY

Tillamook, Oregon
Oct. 23, 1936

State Safety Department
Salem, Oregon
Dear Sir:-

It was brought to our attention at our last regular meeting of the "Tillamook local No 1, Oregon Workers Alliance", that several men working with the S. S. Montague contractors, on the Wilson river road, have been seriously hurt and there is danger at all times that someone will loose their life as this company is taking rock from an old slide which it is clamed may break loose and cover any workmen that are working in it's path. We feel that someone should be sent out to look into this matter and effecially to go to the top of said slide and investigate.

Please take action on this at once.

Yours very truly,
Willard J. Swenson. Sec.
Arthur L. Miller Pres.

State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

X

191-D

October 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

29-1015

Mr. S. S. Montague,
Contractor,
39 S. E. Salmon St.,
Portland, Oregon.

Dear Sir:

There is attached hereto a copy of your sub-contract with Ray Grimshaw for hauling crushed rock and other materials in connection with the Mills Bridge-Jordan Creek Section of the Wilson River Highway, Contract No. 1904. This agreement has been approved by the Attorney and this office, and you may consider this letter your authority to commence work immediately.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
J. H. Scott

NOTED
State Highway Engineer

500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

X

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

NOTED
State Highway Engineer

191-D

September 29, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

29-1015

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between S. S. Montague, party of the first part, and Ray Grimshaw, party of the second part, for hauling crushed rock and other materials in connection with the Mills Bridge-Jordan Creek Section of the Wilson River Highway, Contract No. 1904.

May we have your approval as to form?

Yours very truly,

F. D. EASON,
Division Engineer.

AM
cc R. H. Baldock

191-D

September 17, 1936

ODOM & SKEELS
P. O. Box 46
Oregon City, Oregon

Gentlemen:

We are forwarding to you today by express one fully executed copy of State Highway Contract No. 1910, which was awarded to you on August 27, for the construction of a bridge over Jordan Creek on the Wilson River Highway, near Tillamook, in Tillamook County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

191-E

September 9, 1936

Odom & Skeels,
P. O. Box 48,
Oregon City, Oregon.

Dear Sirs:

We are returning to you by express the four copies of contract No. 1910 for the construction of a bridge over Jordan Creek in Tillamook County, which was awarded you on August 27th.

You are advised that before this contract will be acceptable it will be necessary for both partners to sign the bond on each copy. Kindly have this done and return all copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

191-D

August 31, 1936

Mr. S. S. Montague
Box 628
Tillamook, Oregon

Dear Sir:

Responding to your request, by telephone, there is being forwarded to you today, at the above address, a copy of the plans and specifications for the Mills Bridge-Jordan Creek Project on the Wilson River Highway, the contract for which was awarded to you by the State Highway Commission on August 5, 1936.

In regard to the road roller, have to advise that all bids received for the same have been rejected.

Yours very truly,

HBG:MC

Secretary

191-D

August 28, 1936

ODOM & SKEELS
P. O. Box 48
Oregon City, Oregon

Gentlemen:

The State Highway Commission at its meeting held August 27, 1936, awarded to you the contract for the construction of a bridge over Jordan Creek on the Wilson River Highway, in Tillamook County, based on your low bid of $13,889.50.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary

[illegible]

191-B

August 20, 1936

S. S. Montague
39 S. E. Salmon Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1904 awarded to you on August 5, 1936, for grading and surfacing of the Mills Bridge-Jordan Creek Section of the Wilson River Secondary Highway in Tillamook County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

191-D

August 6, 1936

Mr. S. S. Montague
39 S. E. Salmon St.,
Portland, Oregon

Dear Sir:

This is to advise you that the State Highway Commission, at its meeting held yesterday, August 5, awarded to you the contract covering the grading and surfacing on the Mills Bridge-Jordan Creek Section of the Wilson River Highway, in Tillamook County. This award was based on your low bid of $88,117.75.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

MC

Secretary

cc - S. H. Probert

191-D

Tillamook County.

Construction of a 146 foot concrete bridge over Gordon Creek approximately 18 miles Easterly from Tillamook on the Wilson River Highway, Federal Aid Project No 191 D

requires approximately 95 cu yds excavation, 340 cu. yds concrete, 62000 lb metal reinforcement and 310 lin ~~ft~~ concrete handrail.

40 hours per week
qualifications required.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

Coast Projects
Wilson River
191-D

July 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.
29-2003

NOTED

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There are attached hereto a new letter of transmittal and a revised estimate to supersede the letter of July 13 transmitting the special provisions for the Jordan Creek-~~[illegible]~~ project on the Wilson River Highway. You will note that the item for "Truck Haul on Surfacing Materials" has been considerably increased due to an error in placing the decimal point.

Mills Bridge –

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AH
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

July 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

29-2803

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate for approximately 0.73 mile of grading on the Wilson River Highway from Stations 909+20 to 949, east of Jordan Creek, and for the rock surfacing from Mills Bridge on the west end to the above Station 949.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

Note: The estimate for this project covers $15,788.30 for clearing, grading and roadside clean-up and $74,001.80 for surfacing, a total of $89,790.10. The set-up for this work is $68,500.00. The estimate includes in addition to the grading and surfacing, the furnishing of rock in stock piles for maintenance and eventual oiling to a total cost of $18,818.00.

FORM 3-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

191-D

July 13, 1936

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate for approximately 0.73 mile of grading on the Wilson River Highway from Stations 909+20 to 949, east of Jordan Creek, and for the rock surfacing from Mills Bridge on the west end to the above Station 949.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AB
cc R. H. Baldock

Note: The estimate for this project covers $15,788.30 for clearing, grading and roadside clean-up and $59,961.00 for surfacing. A total of $75,749.30. The set-up for this work is $68,500.00. The estimate includes in addition to the grading and surfacing the furnishing of rock in stock piles for maintenance and eventual oiling to a total cost of $18,818.00

191-D

RECEIVED
OCT 28 1936
FOR FILING

July 20, 1936

Mr. H. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the copies of bid proposals for the Hills Bridge-Jordan Creek Section, Projects Nos. 191-A, B, C & D, sent to you on July 17, 1936.

Will you please change the quantity given in the second paragraph of page 20 of the special provisions from 1,070 cu. yds. to 1,050 cu. yds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project No. 191-A, The Mills Bridge-Deadman Creek Section of the Wilson River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL [illegible] 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 5, 1936

RECEIVED
AUG 7 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon Federal Aid Projects Nos. 191-A, B, C and D, the Mills Bridge-Jordan Creek section of the Wilson River Highway, to S. S. Montague, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

August 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon Federal Aid Projects Nos. 192-A, B, C and D, the Mills Bridge-Jordan Creek section of the Wilson River Highway, to E. S. Montague, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

CONTRACT # 1905

FAP 118-A Emigrant Hill Sec., Old 1936
Oregon Trail Hwy.
#1905

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 3 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

118

December 30, 1937

IN REPLY PLEASE REFER TO FILE NO. 937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of December 27 having reference to the request of Newport, Kern & Kibbe that the State purchase excess crushed rock stockpiled on the Middle Unit of the Emigrant Hill surfacing project.

Please be advised that the 3/4"-1/2" material stockpiled at Station 696 was covered in the semi-final estimate as indicated on line 6, sheet 1, of the semi-final estimate. Truck haul on this material was allowed on the same line.

I advised Mr. Newport upon completion of the work that the State had no use for the ¾"-½" materials and that we were not interested in the purchase of this material.

I am not submitting a revised estimate, as the only materials suitable for purchase were included in the semi-final estimate.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
J. M. Bishop
S. H. Probert

118

RECEIVED
DEC 28 1937

December 27th, 1937

Dougherty, Kern & Kibbe
619 Governor Building
Portland, Oregon

Dear Sirs:

In regard to your request that the Department include in your final estimate for the Middle Unit, Emigrant Hill Section, certain crushed rock which you had left on hand, I wish to advise that I discussed this matter with Maintenance Engineer Bishop, and he can conceive no use for the 2½" - 1¼" rock. I will instruct Division Engineer Williams to include the 3/4" - 1/2" rock, however, in your final estimate.

If it should develop at any time that we have need of this 2½" - 1¼" rock, I will, of course, be glad to make the necessary arrangements to purchase it, but under the circumstances I do not feel that I can justify the expenditure of State funds for material for which we have so little prospective use.

Very truly yours,

State Highway Engineer

cc to: H. G. Smith
W. C. Williams
[redacted]

FORM 8-A4 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 27th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Newport, Kern & Kibbe have been trying to sell the following amounts of material to the Highway Department:

2½ - 1¼	at Station 698	767.2 Cu. Yds.	7.73	Miles from bunkers.
2½ - 1¼	" " 1022	210.1 " "	3.09	" " "
3/4 - ½	" " 698	221.5 " "	7.78	" " "

Mr. Baldock has agreed to buy the 3/4 - ½ rock. Will you kindly furnish Mr. Probert the necessary statement or supplement to the final estimate so that it may be included therein. Newport has never accepted the final estimate but has been holding it until he could get the matter of this material settled.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
S. H. Probert

118

FINAL COST ANALYSIS

Old Oregon Trail Highway - Middle Unit - Emigrant Hill Sec.

Grading, Surfacing & Bituminous Macadam Contract 1905

Prefix 30-1116

NOTED
State Highway Engineer

Newport - Kern-Kibbe Contractors

Dean Swift, Res. Engineer

Nov. 12, 1937

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	4.20	4.2 C.Y.	1.00	1.00	4.20
Common Excavation	1,564.70	6,258.8 "	0.25	0.35	2,190.58
Solid Rock "	1,711.93	4,409.3 "	0.39	0.78	3,439.25
Overhaul	166.76	4,169 Yd.Sta.	0.04	0.04	166.76
Truck Haul	1,181.00	5,905 Yd.Mi.	0.20	0.20	1,181.00
Finishing Roadbed & Slopes	532.50	4.75 Miles	118.30	100.00	475.00
Rounding Cutbanks	271.04	3,388 Lin. Ft.	0.08	0.08	271.04
12" Concrete Pipe	10.80	9 " "	1.20	1.70	15.30
12" Corr.Iron Pipe	188.50	130 " "	1.45	1.90	247.00
18" " " "	38.75	18 " "	2.15	2.80	50.40
Coarse Mtls.in Surfacing	30465.70	19,406 C.Y.	1.57	1.95	37,841.70
Key " " "	8651.78	5,511 C.Y.	1.57	1.95	10,746.45
Screenings	7761.64	4,944 C.Y.	1.57	1.95	9,640.80
Sprinkling	798.60	277.8 M.Gal	2.87	2.50	694.50
Preparation of Base	507.37	7.99 Miles	63.50	75.00	599.25
Placing Mineral Aggregates	2043.09	2,173.5 C.Y.	0.94	1.15	2,499.53
Crushing & Placing Mineral Aggregates	27638.82	12,330 C.Y.	2.24	2.65	32,674.50
Asphalt in Place	23781.06	846 Tons	28.11	31.00	26,226.00
Cutback Asphalt in Binder Course	4344.68	147.078 Tons	29.54	30.00	4,412.34
Placing Rock Shoulders	1553.19	4,710 C.Y.	0.33	0.45	2,119.50
Haul Shoulder Materials	695.55	8,718.75 Yd. Mi.	0.08	0.16	1,395.00
3/4" - ½" Rock in Stk.pile	2086.11	2,195.9 Cu. Yd.	0.95	1.30	2,854.67
½" - ¼" Rock in Stkpiles	1566.74	1,649.2 " "	0.95	1.30	2,143.96
Hauling Crushed Rock-Pile Measure	1883.04	1,7762.04 Yd.Mi.	0.102	0.16	2,841.93
Screen Rejections	103.30	~~[illegible]~~ 413.2 Cu. Yd.	0.25	0.25	103.30
Price Agreement #1 1¼" Key Rock in Stockpile	653.60	653.6 Cu.Yd.	1.00	1.00	653.60
	$120,204.45				$ 145,487.56

Gross Revenue	$145,487.56
Total Cost	120,204.45
Net Profit	$ 25,283.11

Net Profit Equals 18.4% of Gross Revenue

E.H.Clymer
H
11-19-37

MIDDLE UNIT - EMIGRANT HILL SECTION

DETAIL OF COST

Labor:

Supervision	$ 2,030.28	
Labor	27,301.01	
State Industrial Accident Insurance	1,452.48	
Unemployment Insurance & Social Security	373.44	
Supervision (Ross Newport 4 mos. at $200.00)	800.00	
		$ 31,957.21

Materials:

12" Concrete Pipe	9	Lin. Ft.	at	$0.80	$ 7.20	
12" Corr. Iron Pipe	130	" "	"	1.09	141.70	
17" Corr. Iron Pipe Bands	18	each	"	1.36	24.48	
18" Corr. Iron Pipe	18	Lin. Ft.	"	1.55	27.90	
18" " " "Bands	2	each	"	1.64	3.28	
Asphalt	846	Tons	"	22.00 F.O.B.Mission	18,612.00	
Cutback Asphalt	147.078	Tons		21.20	3,118.05	
						$21,934.61

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$ 18,432.50	
Hired Trucks (Including Gas)	17,170.88	
Gas, Oil & Grease	8,877.43	
Explosives	2,259.86	
Small Tools, Repairs & Misc.	5,077.71	
" " " " ", Quarry	721.75	
Crushing	2,780.57	
Moving	1,290.25	
General Expense	871.19	
Bond 1% of Gross Revenue	1,454.88	
Home Office 2% of Gross Revenue	2,909.76	
Plant Erection, Quarry Development	4,465.85	
		$ 66,312.63

Cost Grand Total	$120,204.45

MIDDLE UNIT - EMIGRANT HILL SECTION

REMARKS:

This project consisted of 4.76 miles of regrading and surfacing and the construction of 7.99 miles of bituminous macadam wearing surface (Type B-12 Modified). The contract was bid on August 5, 1936; work was started August 14th & finished July 1, 1937. At the time this contract was let, the contractor had nearly completed an adjoining contract which had been let the previous year.

The Grading work was done entirely with shovel and trucks, The solid being excavated without use of explosives.

The quarry was in excellent shape and no stripping or facing was necessary. The quarry contained rock of various degrees of hardness, but as the quarry had been opened up very nicely on the previous contract, the contractor was able to make a better selection of materials than on the previous job. Two coyote blasts were used to break up the rock for the 46,300 cy. yds. of crushed rock required, on this contract.

The crushing plant was originally erected for the Emigrant Springs-Emigrant Hill contract. It had been very substantially built & consequently very little overhaul work was necessary to put it in shape for this job. It was set up adjacent to the highway about 2.7 miles easterly from the east end of the job and about 1/3 mile from quarry site. The plant operated a total of 657 hours to crush 47,103 cu. yds. of surfacing and mineral aggregates, an average of 72 cu. yds. per hour. Crushing was started on August 30th, and finished on Oct. 16th. Up to Sept. 20th, all of the crushed rock produced for the waterbound and bituminous macadam had been stockpiled, but after this date, the surfacing rock was hauled directly out on the road.

The surfacing consisted of 19,406 cu. yds. of coarse (4½-2"), 5,511 cu. yds. of key (1"-¼"), and 4,946 cu. yds. of screenings (¼-0"). The surfacing was constructed in two courses, each of 4½" thickness. Jaeger spreader boxes were used to spread most of the coarse material, but the remainder was spread directly from truck and then bladed.

On May 20, 1937, the contractor moved back on the job and started construction of the bituminous macadam wearing surface. An Adnum bituminous spreader was used for spreading the coarse mineral aggregate while the key and screenings were spread directly from spreader boxes mounted on trucks. The asphalt was hauled from Mission. Of the 8 miles in the contract 3.23 miles was constructed of Type B-12 Double thickness directly upon the existing macadam surfacing. Good progress was made considering the amount of traffic the contractor had to contend with.

The contractor was in a very good position to undertake this job, because he had an experienced and well organized crew, and an excellent crusher plant used on the previous contract. The job was very well handled & good progress was made on both the production of crushed rock & the surfacing work. This job absorbed $4465.00 or 50% of the cost of erection of plant & quarry development on former contract.

E. H. Clymer, Cost Analyst

By

Henry Jullum

11-22-37

#1905

RECEIVED
SEP 2 1937
FOR FILING
118

August 31, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1905 for the construction of the Middle Unit, Emigrant Hill Section of the Old Oregon Trail in Umatilla County, has been completed by the contractors, Kern & Kibbe and Newport Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after Sept. 10, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $145,488.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland

RECEIVED
SEP 1 1937
FOR FILING

Stencil No. 9.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 118-a

August 6, 1937

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 118-A, Emigrant Hill Section, Old Oregon Trail, Umatilla County, was made by a representative of this office on July 13, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1905

RECEIVED
JUL 23 1937
FOR FILING
118

July 21, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Newport Construction Company and Kern & Kibbe on Contract No. 1905, Middle Unit, Emigrant Hill Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after July 31, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—5-36

118

× 1937

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1937

Section Middle Unit Emigrant Hill

Kind of work Grading & Surfacing

Highway Old Oregon Trail

Section prefix 30-1116

Contractor Newport, Kern & Kibbe

Contract number 1905

Date of contract Aug. 5 1936, 193

Date of completion July 1, 1937

Date work started Aug. 14, 1937

Estimated date of completion , 193

Amount of contract $155,499.15

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $155,499.15

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3000 , 2 %

Date project was completed July 1, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed Thursday A.M.

Signed J. Perry

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				8	
Miles partially completed				8	
Miles completed				8	
Total estimated quantities				14,600	
Estimated quantities moved or placed to date				14,500	
Average daily quantities					
Average daily quantities necessary to complete project on time				Completed	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				36	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NRS COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	28					8	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday			
Saturday			

FORM [illegible] 3-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

[illegible]

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
JUN 8 1937
FOR FILING

118

June 8th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Bureau of Public Roads has made complaint that the Newport Construction Co. and Korn & Kibbe on their contract Oregon F.A.P. 118, Middle Unit, Emigrant Hill Section, are working 44 hours per week, in violation of their contract agreement.

The weekly time can only be changed by the approval of the Bureau of Public Roads and then only after the contractor has furnished certification from the local employment service designated by the U.S. Employment Service that qualified men are not available for the job.

Please instruct Newport immediately to comply with the 40-hour per week until the Bureau of Public Roads has approved any other arrangements. At the present writing no formal application or certification from the employment service has been received.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
118

May 28th, 1937

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Davis.

Dear Sir:

Will you kindly concur in the placing of a double seal on the Middle Unit of the Emigrant Hill Section, Newport Construction Co. and Kern & Kibbe, contractors, F.A.P. 118.

The single seal placed last year on the Emigrant Hill-Emigrant Springs Section has been quite badly scarred by the heavy chains used on the snow equipment, and I consider it inadvisable to proceed on the Middle Unit with the same type of seal.

Leakage tests of the single seals placed last year were not entirely satisfactory, and we are returning to the double seal on our new specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

[redacted]

cc to: R. H. Baldock ✓

RECEIVED
MAY 28 1937
FOR FILING
118

May 27, 1937

The Newport Construction &
Kern & Kibbe
Northeast 70th & Halsey Sts.
Portland, Oregon

Attention: H. L. Newport

Gentlemen:

Reference is made to your letter of May 18th, requesting permission to use a 44-hour working week in connection with the work to be performed under your contract for the regrading and surfacing of the Middle Unit of the Emigrant Hill Section.

No action can be taken on this request until you have complied with the requirements stated on Sheet No. 24 of the special provisions of the contract. These requirements include the following:

1. Submission of a statement of the U. S. Employment Service to the effect that that agency is unable to furnish labor of the position and labor classification desired.

2. Submission of a statement by yourselves of your inability to secure such labor on a 40-hour basis from sources other than the U. S. Employment Service.

Note particularly that the particular classifications of labor concerned must be stated.

Upon receipt of the statements mentioned, we will submit the matter to the Bureau of Public Roads with a request that the 44-hour week be approved.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

M. R. NEWPORT
[illegible] SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.

INCORPORATED 1904

GENERAL CONTRACTORS

N. E. 70TH & HALSEY ST. - PORTLAND, ORE.

PHONE TABOR 2511

RECEIVED
MAY 19 1937
STA[illegible]SSION

May 18,1937

R.H.Baldock,
State Highway Engineer,
Salem,Oregon.

Dear Sir:

We ask permission to work our men forty four hours per week on the Middle Unit contract instead of forty hours,as per our contract terms.

We are down to the oiling operations and are seriously handicapped in securing qualified men for the work,the main reason being that so many of the State Highway jobs are working longer hours as well as the State's own oiling crews.

We have verbal assurance from Mr.Litner and Mr.Lynch that they will assent to the arrangement if you will agree to it.

Yours very truly,

Newport,Kern & Kibbe,

By H.R. Newport

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP No.118
Emigrant Hill Section
of Old Oregon Trail

December 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jor

Oregon Federal Aid Project No. 118. Agr 1227

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 24, 1926, by the State Highway Commission of Oregon, and on December 23, 1926, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on June 20, 1932, and November 30, 1935, respectively, by the said State Highway Commission, and signed on July 29, 1932, and on February 24, 1936, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 118; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the reconstruction of the roadway between survey stations 545+10.5 and 1042+85, with minor revisions in alignment, thereby decreasing its length from 12.915 miles to 12.855 miles, and for the construction of a bituminous macadam wearing surface over that portion between survey stations 545+10.5 and 1042+85; and by reason thereof has requested that the estimate of cost approved for said project be increased from $219,928.71 to $385,320.19, and that the Federal funds approved and set aside to the credit of said project be increased from $163,510.14 to $234,682.34:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred sixty-four thousand, six hundred eighty-two and 34/100 dollars ($264,682.34) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> "By the State, from Chap. 175, Laws of 1917, and from Chap. 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 348+00 in Sec. 14, T. 2 N., R. 33 E., W.M., at the southerly end of Federal Aid Project No. 38, and survey station 1168+97.2 in Sec. 1, T. 1 N., R. 34 E., W.M., at the northwesterly end of Federal Aid Project No. 62-A, length 12.858 miles, in Umatilla County, being Oregon Federal Aid Project No. 118, consisting of 12.865 miles

of roadway and no bridges of more than 20 feet clear span."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the Units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred sixty-four thousand, six hundred eighty-two and 34/100 dollars ($264,682.34), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred ninety-five thousand, three hundred twenty and 19/100 dollars ($395,320.19), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 3rd day of October, 1936, and the Secretary of Agriculture on the 1st day of Dec., 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By ____________________
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

CMJ By W. J. Leary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 118.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 118, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 395,320.19 in lieu of the $163,510.14 approved by Certificate of Feb. 24, 1936, as the total estimated cost of said project, and the sum of $ 264,682.34/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of Dec,
one thousand nine hundred and thirty six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 118

October 1, 1936

OCT 2 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Zon

118

x

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East and Middle Units, Emigrant Hill Section, F. A. Project No. 118.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EE

Encl.

Oregon State Highway Department Federal Aid Project No. 118

EAST AND MIDDLE UNITS, EMIGRANT HILL

SECTION OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 24, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 193,983.19
Federal Aid Paid, Roadwork	$ 147,644.34
Length of Reopened Portion	9.132 miles
Length of Non-reopened Portion	3.723 "
Total Length of Project	12.855 "

NEW WORK, REGRADING AND BITUMINOUS MACADAM

(Sta. 345+10.5 to 1042+05)(Contract No. 1905)

50	cu. yds.	Trench Excavation	$ 1.00	$ 50.00
3,600	cu. yds.	Common Excavation	0.35	1,260.00
9,000	cu. yds.	Solid Rock Excavation	0.78	7,020.00
5,000	yd. sta.	Overhaul	0.04	200.00
7,500	yd. mi.	Truck Haul	0.20	1,500.00
4.76	miles	Finishing Roadbed and Slopes	100.00	476.00
10,000	lin. ft.	Rounding Cutbanks	0.08	800.00
12	lin. ft.	12" Concrete Pipe	1.70	20.40
150	lin. ft.	12" Corr. Iron Pipe	1.90	285.00
20	lin. ft.	18" Corr. Iron Pipe	2.80	56.00
23,000	cu. yds.	Coarse Materials in Surfacing	1.95	44,850.00
5,500	cu. yds.	Key Materials in Surfacing	1.95	10,725.00
3,700	cu. yds.	Screenings in Surfacing	1.95	7,215.00
600	M-Gal.	Sprinkling	2.50	1,500.00
7.99	miles	Preparation of Base	75.00	599.25
2,250	cu. yds.	Placing Mineral Aggregate	1.15	2,587.50
12,300	cu. yds.	Crushing and Placing Mineral Aggregate	2.65	32,595.00
1,030	tons	Asphalt in Place	31.00	31,930.00
66	tons	Cutback Asphalt in Binder Course	30.00	1,980.00
5,000	cu. yds.	Placing Rock Shoulders	0.45	2,250.00
18,000	yd. mi.	Hauling Rock Shoulders	0.16	2,880.00
				$ 150,779.15

Sta. 1042+85 to 1102+97.2 (Contract No. 1769)

20	cu. yds.	Trench Excavation	$ 1.00	$ 20.00
700	cu. yds.	Common Excavation	0.35	245.00
7,000	cu. yds.	Solid Rock Excavation	0.65	4,550.00
3,600	yd. sta.	Overhaul	0.02	72.00
500	yd. mi.	Truck Haul	0.18	90.00
1.14	miles	Finishing Roadbed and Slopes	88.00	100.32
1,800	lin. ft.	Rounding Cutbanks	0.08	144.00
40	lin. ft.	12" Corr. Iron Pipe	1.50	60.00
4	lin. ft.	18" Corr. Iron Pipe	2.80	11.20
6,000	cu. yds.	Coarse Materials in Surfacing	1.29	7,740.00
1,600	cu. yds.	Key Materials in Surfacing	1.29	2,064.00
1,000	cu. yds.	Screenings in Surfacing	1.29	1,290.00
200	M-Gal.	Sprinkling	2.00	400.00
1,600	cu. yds.	Mineral Aggregate in Place	1.94	3,104.00
94	tons	Asphalt in Place	31.00	2,914.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	360.00
550	cu. yds.	Placing Rock Shoulders	0.35	192.50
1,800	yd. mi.	Hauling Shoulder Materials	0.16	288.00
				$ 23,645.02

Subtotal	$ 174,424.17
10% Engr. & Cont.	17,442.41
Total	$ 191,866.58

Length	9.132 miles
Cost per mile	$ 21,010.35

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	$ 117,038.61
State Funds- -	74,827.97
	$ 191,866.58

NON-PARTICIPATING ITEMS

Stockpiled Materials for Shoulder Rock and Mineral Aggregates (Furnished Under Contract No. 1011)

5,550	cu. yds.	1¼" - ¾" Materials in Stockpile	$ 1.22	$ 6,771.00
2,250	cu. yds.	2½" - 1¼" Materials in Stockpile	1.20	2,700.00
				$ 9,471.00

State Funds for Constr. Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint. Chap. 41, laws 1927

118

August 21, 1936

Newport Construction Co. and Kern and Kibbe
219 Governor Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1905 awarded to you on August 5, 1936, for regrading and surfacing and macadam surfacing on the Middle Unit, Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

BY

AM Secretary

118

August 15, 1936

Newport Construction Company and
Kern & Kibbe
219 Governor Building
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of Contract No. 1905, which was awarded to you on August 5, covering construction of Middle Unit, Emigrant Hill Section, Old Oregon Trail, in Umatilla County.

You are advised that before this contract will be acceptable it will be necessary for the secretary of both the firm of Newport Construction Company and Kern & Kibbe to sign all copies of both the agreement and the bond.

Please have this done and return the copies to this office.

Very truly yours,

Secretary

JM:MEL

118

August 11, 1935

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

We are today in receipt of a letter from the Bureau of Public Roads, advising that the Emigrant Hill Project has been approved with the understanding that wherever low areas of the existing bituminous macadam are to be built-up with embankment materials, the embankment materials will be gravel, talus rock or the equivalent. The Bureau objects to the building-up of these low areas with earth material as would be permissible under the specifications.

Please relay this information to the resident engineer and see that the requirement is complied with.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Mr. H. G. Smith

August 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 7th, concerning the bituminous macadam project on the Middle Unit of the Emigrant Hill Section of the Old Oregon Trail, Federal Aid Project No. 118, in which letter you inform us that the project is being approved with the understanding that pit-run gravel, talus rock or the equivalent will be used in the building-up of low areas in the existing surfacing.

This requirement is acceptable to us, and we are today instructing our field engineers to conduct the work accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
AUG 10 1936
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. & E. for Oregon Federal Aid project No. 118, bids for which were opened August 5.

With regard to the 5-1/2" depth of bituminous macadam surfacing, we are recommending this construction for approval.

"Preparation of Subgrade" on page 9 of the Special Provisions provides: "Where the surface of the existing bituminous treated surfacing is more than 3" below the grade and crown of the subgrade as shown on the plans, it shall be built up to the grade and crown shown, with embankment materials." The same paragraph also provides that when the existing bituminous treated surfacing is high, it shall be cut down and when it is at the proper elevation, it shall be left as it is. We seriously question the use of "embankment materials" for the purpose indicated, unless specially selected embankment material is used. Clay or earth materials from the shoulders and cut slopes would not be at all suitable to the purpose, as they would form an unstable layer between the existing surfacing material and the new surfacing and would result in an improvement inferior to that contemplated on the other sections. The specifications give the engineer some right to select embankment material. We are, therefore, approving the specifications with the understanding that pit-run gravel, talus, or the equivalent will be used for building up any low portions of the existing surfacing.

Very truly yours,

W. H. LYNCH, District Engineer

By F. E. Andrews

F. E. Andrews, Sr. Hwy. Engineer

August 7, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. & E. for Oregon Federal Aid project No. 118, bids for which were opened August 5.

With regard to the 5-1/2" depth of bituminous macadam surfacing, we are recommending this construction for approval.

"Preparation of Subgrade" on page 9 of the Special Provisions provides: "Where the surface of the existing bituminous treated surfacing is more than 3" below the grade and crown of the subgrade as shown on the plans, it shall be built up to the grade and crown shown, with embankment materials." The same paragraph also provides that when the existing bituminous treated surfacing is high, it shall be cut down and when it is at the proper elevation, it shall be left as it is. We seriously question the use of "embankment materials" for the purpose indicated, unless specially selected embankment material is used. Clay or earth materials from the shoulders and cut slopes would not be at all suitable to the purpose, as they would form an unstable layer between the existing surfacing material and the new surfacing and would result in an improvement inferior to that contemplated on the other sections. The specifications give the engineer some right to select embankment material. We are, therefore, approving the specifications with the understanding that pit-run gravel, talus, or the equivalent will be used for building up any low portions of the existing surfacing.

Very truly yours,

W. H. LYNCH, District Engineer

By

F. E. Andrews, Sr. Hwy. Engineer

118

August 6, 1936

Newport Construction Co. &
Kern & Kibbe,
219 Governor Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1905 which was awarded to you on August 5 for the regrading, surfacing and oiling of the Middle Unit, Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the page immediately following page No. 24 of the mimeographed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

You are requested to immediately notify the National Reemployment Service of the approximate date work will begin under this contract and the number and classification of laborers required to carry on such work.

Very truly yours,

MC

Secretary

118

X

August 6, 1936

Newport Construction Co. &
Kern & Kibbe,
219 Governor Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission, at its meeting held yesterday, August 5, awarded to you the contract for the regrading, surfacing and oiling of the Middle Unit of Emigrant Hill Section of the Old Oregon Trail, in Umatilla County. This award was based on your low bid of $155,499.15.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

MC

Secretary

cc - E. H. Probert

118

July 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Middle Unit, Emigrant Hill Section, Project No. 118.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Additional copies of the title sheet will be sent later when we have obtained Mr. Baldock's signature.

There are stockpiled on this project crushed materials for the construction of the rock shoulders and a portion of the 2½" - 1¼" Mineral Aggregate, and it is, accordingly, our desire to use these materials on this project, if such procedure meets with your approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:MR

Encl.

Oregon State Highway Department Federal Aid Project No. 118

EAST AND MIDDLE UNITS, EMIGRANT HILL

SECTION OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications for Middle Unit. Not as basis for modified agreement).

Salem, Oregon, July 18, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 193,983.19
Federal Aid Paid, Roadwork	$ 147,644.34
Length of Reopened Portion	9.132 miles
Length of Non-reopened Portion	3.723 miles
Total Length of Project	12.855 miles

NEW WORK, REGRADING AND BITUMINOUS MACADAM

(Sta. 545+10.5 to 1042+85) (Estimated Prices)

50	cu. yds.	Trench Excavation	$ 1.00	$ 50.00
3,600	cu. yds.	Common Excavation	0.40	1,440.00
9,000	cu. yds.	Solid Rock Excavation	1.00	9,000.00
5,000	yd. sta.	Overhaul	0.02	100.00
7,500	yd. mi.	Truck Haul	0.15	1,125.00
4.76	miles	Finishing Roadbed and Slopes	300.00	1,428.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
12	lin. ft.	12" Concrete Pipe	1.50	18.00
150	lin. ft.	12" Corr. Iron Pipe	1.50	225.00
20	lin. ft.	18" Corr. Iron Pipe	2.50	50.00
23,000	cu. yds.	Coarse Materials in Surfacing	1.80	41,400.00
5,500	cu. yds.	Key Materials in Surfacing	1.80	9,900.00
3,700	cu. yds.	Screenings in Surfacing	1.80	6,660.00
600	M-Gal.	Sprinkling	2.50	1,500.00
7.99	miles	Preparation of Base	100.00	799.00
2,250	cu. yds.	Placing Mineral Aggregate	1.40	3,150.00
12,300	cu. yds.	Crushing and Placing Mineral Aggregate	2.80	34,440.00
1,030	tons	Asphalt in Place	30.00	30,900.00
66	tons	Cutback Asphalt in Binder Course	30.00	1,980.00
5,000	cu. yds.	Placing Rock Shoulders	0.60	3,000.00
18,000	yd. mi.	Hauling Rock Shoulders	0.12	2,160.00
				$ 150,325.00

Sta. 1042+85 to 1102+97.2 (Contract No. 1769)

20	cu. yds.	Trench Excavation	$ 1.00	$ 20.00
700	cu. yds.	Common Excavation	0.35	245.00
7,000	cu. yds.	Solid Rock Excavation	0.65	4,550.00
3,600	yd. sta.	Overhaul	0.02	72.00
500	yd. mi.	Truck Haul	0.18	90.00
1.14	miles	Finishing Roadbed and Slopes	88.00	100.32
1,800	lin. ft.	Rounding Cutbanks	0.08	144.00
40	lin. ft.	12" Corr. Iron Pipe	1.50	60.00
4	lin. ft.	18" Corr. Iron Pipe	2.80	11.20
6,000	cu. yds.	Course Materials in Surfacing	1.29	7,740.00
1,600	cu. yds.	Key Materials in Surfacing	1.29	2,064.00
1,000	cu. yds.	Screenings in Surfacing	1.29	1,290.00
200	M-Gal.	Sprinkling	2.00	400.00
1,600	cu. yds.	Mineral Aggregate in Place	1.94	3,104.00
94	tons	Asphalt in Place	31.00	2,914.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	360.00
550	cu. yds.	Placing Rock Shoulders	0.35	192.50
1,800	yd. mi.	Hauling Shoulder Materials	0.16	288.00
				$ 23,645.02

Subtotal	$173,970.02
10% Engr. & Cont.	17,397.00
Total	$191,367.02

Length	9.132 miles
Cost per mile	$ 21,612.68

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$116,733.88
State Funds- -	74,633.14
	$191,367.02

NON-PARTICIPATING ITEMS

Stockpiled Materials for Shoulder Rock and Mineral Aggregates (Furnished Under Contract No. 1501)

5,550	cu. yds.	1¼" - ¾" Materials in Stockpile	$ 1.22	$ 6,771.00
2,250	cu. yds.	2½" - 1¼" Materials in Stockpile	1.20	2,700.00
				$ 9,471.00

(A)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 7 1936

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 118, Middle Unit of Emigrant Hill section of the Old Oregon Trail, to the Newport Construction Co. and Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 4 1936
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 118

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project No. 118, The Emigrant Hill Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The double thickness of bituminous macadam (type B-12) as specified for construction between Station 545+10.5 and 715+00 is approved for advertising only. When submitting a radical change from standard practice, such as this one, the submission should be well in advance of the necessary date of approval instead of only two days as was the case in this instance. This construction is being given further study.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM 3-H-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Projects
Summary

July 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. M. G. Smith, Construction Engineer

Dear Sir:

With further reference to our telephone conversation of this date relative awarding contract for the Emigrant Hill Section:

Further check on progress of the Newport Construction Company indicates that all crushing work will be finished by August 15 and the quarry will be available to any other contractor at that time.

Mr. Newport is very desirous of obtaining a contract for the Emigrant Hill Section and I believe will submit a very satisfactory bid. Should he receive the contract, it is planned to continue crushing operations to the extent that all crushing will be completed this year. Newport can easily crush the amount of rock required in three months and the months of September, October and November are suitable for crushing rock at this quarry site. Newport further stated that it is possible, if he received the contract, he might construct the three miles of 5½ inch bituminous macadam on the west end of the project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Projects
Old Ore Trail

July 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith special provisions and estimate of cost of the Emigrant Hill Section, Old Oregon Trail in Umatilla County, the project consisting of 7.98 miles grading, surfacing and bituminous macadam construction.

By express there is being forwarded to you 100 foot scale map of the entire section, a profile tracing from station 545 to 715 and the summary on tracing cloth with typical sections noted thereon. You will note on the 100 foot scale map that the alinement to be used is shown in green, this alinement being the center of the existing oiled surfacing. The profile submitted is a profile of the existing grade line and there is to be no change in the alinement or grade line between stations 545 and 715. This section was widened by state forces as a relief project in the winter of 1931-1932 and the minimum width of the section is 30 feet. On this section, the only work to be done consists of the construction of a bituminous macadam approximately 5½ inches in thickness, to which, of course, will be added rock shoulders which will allow for a top width of 28 ft., or the same as on the section to be resurfaced.

From station 715 to station 975+45 and from station 990+50 to station 1042+85, the work to be done consists of regrading, surfacing with 9 inch waterbound macadam and construction of type B-12 bituminous macadam.

Between stations 975+45 and 990+50, there is an existing bituminous macadam 3 inches in compacted thickness, constructed by state forces several years ago. On this section, the work to be done consists of widening, construction of waterbound macadam rock shoulders and type B-12 bituminous macadam.

8-M-1 500 12-32

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #2
Subject: Special provisions, estimate of cost — 7-12-35
Emigrant Hill Section grading,
surfacing, bituminous macadam.

I am submitting statement showing comparative costs of a 4½ inch waterbound macadam topped with B-12 bituminous macadam as compared with cost of 5½ inch bituminous macadam. Cost of the bituminous macadam is slightly less and this also eliminates the necessity of regrading the section, which effects a saving of $10,000. Furthermore, on the sharp curves on this section, the construction of waterbound macadam would be extremely difficult when traffic must be carried over the same. As this section has good stability and has at no time shown weakness from frost action, sufficient stability will be obtained by the construction of a 5½ inch bituminous macadam and construction operations will be simplified.

You will note in the special provisions that the placing of 2250 cubic yards of crushed rock in the bituminous macadam is required from state owned stockpiles. This rock was stockpiled by Clyde R. Seitz several years ago and is of exceptionally good quality. Some saving can be made by using this rock and if the rock is not used in the bituminous macadam, it would remain in stockpiles probably for many years and it is my desire to get rid of this material while it can be done advantageously.

There is sufficient quantity of 1½"-3/4" crushed rock in stockpile for the construction of rock shoulders in the bituminous macadam.

I have specified the size of key rock for use in the waterbound macadam as 1"-¼" instead of the 1½-¼" size now being used. The 1½" size is slightly large and some difficulty is experienced in working it into the coarse rock. This difficulty should be overcome if the maximum 1" size key is used.

The estimate of cost as submitted for the Federal Aid portion is $165,459.00 as compared with my estimate of May 18, 1935 of $165,575.85. The estimate of cost as of May 18, 1935 was,

Mr. H. C. Smith, Construction Engineer
Subject: Special provisions, estimate of cost
Emigrant Hill Section grading,
surfacing, bituminous macadam.

Page #3
7-15-36

NOTED
State Highway Engineer

however in error, as the total should have been $181.415.00. I do not know just why this error was not discovered, but the item of $16,000.00 for solid rock excavation was added and checked in the amount of $1600.00 making the estimate in error to the estent of $14,400.00, plus 10% engineering and contingencies. There is a saving by construction of the 5½ inch bituminous macadam and elimination of regrading of approximately $18,000.00, although the estimate of cost as submitted is almost as much as shown by the former estimate.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~S. H. [illegible]~~

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 1 [illegible] 1936

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon 113

March 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Tom

Oregon Federal Aid Project No. 118.

Agr 1227

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 24, 1926, by the State Highway Commission of Oregon, and on December 23, 1926, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on June 20, 1932, by the said State Highway Commission, and on July 29, 1932, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 118; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 9.220 miles of road surfaced with crushed rock and 3.723 miles of road surfaced with bituminous macadam, in Umatilla County, for which the estimate approved was $194,643.71, and $148,242.34 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $193,983.19, and voucher in the sum of $147,644.34 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the reconstruction of the roadway between survey stations 1042+85 and 1102+97.2, thereby reducing its length from 12.943 miles to 12.915 miles, and for the construction of a bituminous macadam wearing surface over that portion of the road on revised alignment, at an estimated cost of $26,009.52; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $193,983.19 to $219,992.71, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $147,644.34 to $163,510.14:

NOW, THEREFORE, It is hereby mutually agreed by and between the State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows;

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred sixty-three thousand, five hundred ten and 14/100 dollars ($163,510.14), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

> "Between survey station 348+00 in Sec. 14, T. 2 N., R. 33 E., W.M., the southerly end of Federal Aid Project 38, and survey station 1102+97.2 in Sec. 1, T. 1 N., R. 34 E., W.M., the northwesterly end of Federal Aid Project 62-A, length 12.915 miles, in Umatilla County, being Oregon Federal Aid Project No. 118, consisting of 12.915 miles of roadway and no bridges of more than 20 feet clear span, known locally as the Emigrant Hill Section of the Old Oregon Trail, between Pendleton and La Grande."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred sixty-three thousand, five hundred ten and 14/100 dollars ($163,510.14), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred nineteen thousand, nine hundred ninety-two and 71/100 dollars ($219,992.71), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 30th day of November, 1935, and the Secretary of Agriculture on the 24th day of February, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F L LouValle
Member, State Highway Commission.

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project 118.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 118, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 219,992.71 in lieu of the previous actual payment of $147,644.34, as the total estimated cost of said project, and the sum of $ 163,510.14 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of February one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

CONTRACT # 1906

FA 169-G Tunnel Sec., Old Oregon Trail Hwy. 1936

1906

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6

169-9

May 31, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

As requested we are sending you under separate cover 2 books final platted cross sections, Tunnel Hill Section, Old Oregon Trail Highway.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓
J. W. McCallister

Fa 169-G

C
O
P
Y

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accoud with the request contained in your letter of March 22, we are sending, under separate cover, three copies of easement covering those portions of Projects Nos. FA 169-D, F and G where an encroachment exists on the railroad right of way.

We are enclosing herewith a statement of constructed length for Project No. FA 169-F. Likewise is enclosed the data requested concerning inspection reports for structural steel used in the bridges on Project No. 169-G.

With reference to the length of concrete handrail on the bridge quantities for Project No. FA 169-G, the apparent overrun was occasioned by an error in the bid quantity listed in the bid proposal. The plan summary listed the correct quantity but since bids were received on the smaller amount the project agreement estimate was made to conform to the bid item, even though inc orrect. The P. S. & E. estimate listed the quantities correctly.

Your inquiry concerning this overrun referred to Section F but it is our belief you had in mind Section G, since none occurred on Section F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

March 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon Federal Aid Projects 169-D, 169-F and 169-G, Durkee-Lime section of the Old Oregon Trail.

We do not appear to have received copies of easements from the railroad company covering encroachments on the right of way. Will you please forward such copies as soon as possible to avoid delay in payment of the vouchers.

Your summary of completed work for Section F shows the length as 3.433 miles, which is 0.002 mile less than the project agreement length. Will you please advise what changes were made which occasioned the reduction in length.

The statement of overruns and underruns of bridge quantities on Section F does not mention the item of concrete handrail. Will you please explain the overrun, and advise if any increase in the lengths of the structures is involved.

We do not find in our files any test report for structural steel used in the bridges on Section G. Will you please furnish copies of the reports with your reply.

Very truly yours,

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

169-9

May 19th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Please be present with Resident Engineer Toole on Wednesday, June 8th, at 10:30 A.M., to offer rebuttal to Berke Bros.' claim that they were caused several thousand dollars additional expense on the Tunnel Section of the Old Oregon Trail and should be reimbursed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

RGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OREGON STATE HIGHWAY COMMISSION

SALEM

169-9

IN REPLY PLEASE
REFER TO FILE NO.

May 18th, 1938

[illegible] Bros., Contractors
2815 S. E. Harrison St.
Portland, Oregon

Dear Sirs:

Mr. Baldock has set Wednesday, June 8th, at 10:30 A.M. as the date for the presentation of your claim on the Tunnel Section of the Old Oregon Trail. I will request Messrs. Williams and Toole to be present.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓
W. C. Williams

NOTED
State Highway Engineer

RECEIVED
APR 22 1938
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169-9

April 18th, 1938

Berke Bros., Inc.
2815 S. E. Harrison St.
Portland, Oregon

Dear Sirs:

Your claim of March 22nd, 1938 of $3,960.97 for unnecessary costs incurred on Contract No. 1906, Tunnel Section of the Old Oregon Trail in Baker County, has been reviewed by the Division Engineer who reports that he is unable to approve any items in your claim.

Mr. Williams advises that no responsibility rests with Mr. Toole concerning the disposition of the waste material, the number of courses in which the surfacing was laid or other items to which you take exception. These were done by the direct order of the Division Engineer, and Mr. Toole had no responsibility in the matter except to follow the direction of his superior.

In the various items of the claim there is apparently nothing which the Division and Resident Engineers had not a right to order done under the terms of the contract, or for which you would expect any extra compensation.

If you care to have a personal interview on the matter, I will be glad to assign a date when Division Engineer Williams can be present and each individual item taken up and discussed in detail.

Very truly yours,

State Highway Engineer

R

(Copy sent to W. C. Williams 4/21/38)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FOR FILING

1938
OREGON
STATE HIGHWAY COMMISSION

April 8, 1938

IN REPLY PLEASE REFER TO FILE NO.

1-1111

169-8

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. W. Smith, Construction Engineer

Dear Sir:

I am herewith reporting on the claim of Berke Brothers for additional compensation on their contract for grading and gravel topping the Tunnel Section of the Old Oregon Trail in Baker County. Before taking up their various claim items, I wish to give you a little information which may put some light on their attitude toward the Resident Engineer on the project:

When they first started grading operations, working in common excavation near the west end of the project, I noticed on my inspection trips that the common materials were being placed in layers greatly exceeding the specified 8 inch thickness. I immediately brought this matter to the attention of Resident Engineer Toole and instructed him that all common materials were to be constructed in 8 inch layers as called for in the specifications. Toole took the matter up with the contractors but they refused to comply with specifications as they still insisted on placing the material in greater than 8 inch thickness, especially when the engineering party was not on the job. Noting the apparent thickness of the layers, I instructed Mr. Tool to take some measurments thereon to determine the actual thickness being placed. Actual measurements as taken showed that four layers of material measured 8 feet, which indicated that the material was placed in 24 inch layers. I then advised Toole that he was to take whatever action was necessary to compel compliance with specifications as we wished to make very certain that the high fills constructed of common materials did not later shrink and cause damage to the bituminous macadam surfacing. As the contractors still would not place the materials correctly, Mr. Toole set grade stakes for 8 inch layers. This greatly irritated Ottley Berke and he became so wroth that he wanted to fight the Resident Engineer, going so far as to take off his coat and inviting the Resident Engineer to do battle. The Resident Engineer merely told him that it was necessary that he construct the job according to specifications and walked away. Ottley Berke came to La Grande Division Office and was very incensed. I advised that I would immediately go down on the job and attempt to iron out the matter, but at the same time advised him that the contract must be performed in compliance with specifications. This he promised to do and as near as I know after that there was no trouble relative to placing of materials in the proper thickness of layers and the setting of 8 inch grade stake lifts was immediately discontinued. Throughout the balance of the job, however, Ottley Berke and at times the other partners seemed to feel quite bitter toward Mr. Toole.

I have been in direct supervision of Mr. Toole's work for many years and on all of the other jobs he has gotten along very well with the contractors and I am certain that he at all times is courteous and does not demand anything not called for in the specifications.

I will take up Berke Bros. claims as listed in their complaint:

1. At no time were Berke Bros. requested to extend their fill beyond the highway right of way and onto Union Pacific Railroad right of way. At the point where they state that this was done we had secured an easement from the railroad for an encroachment, said encroachment being No. 7. The railroad right of way at this point was 100 feet wide on the northerly side and their fence was placed a considerable distance inside their right of way line, this condition existing through a great portion of the Burnt River Canyon. As it so happened, one fill slope did extend approximately 1 foot beyond the fence, but the fence was well in the clear of our encroachment line. It was thought that it would not be necessary to remove the fence for the placement of this slight amount of material beyond the fence line and the fill was so staked. If Berke Bros. would have referred to Federal Aid sheets at this particular point they would have noted the wide right of way line as shown on the railroad side of the fill. Mr. Toole states that he did not promise

Berke Bros. a letter of authority to place this fill as he did not consider it at all necessary as materials to be placed were entirely within the state right of way. For the above reasons, I recommend rejection of their claim for additional compensation in the amount of $65.00 on this item.

2. It is true that additional material resulted from the Tunnel cut, such material being the result of a slightly greater swell than had been anticipated. The contractors were requested, as is our common practice, to use this additional material by widening the inside of the curve approaching the Tunnel cut, which is a high fill. In almost all instances, if widening on a curve is to be done, it is done on the inside of the curve and I am surprised that Berke Bros. are taking the stand that they should dictate where the material is to be placed rather than the engineer. Soon after the widening work was started, it was noted that they were securing very irregular widths, deviating from uniform width to as much as 6 feet extra. Resident Engineer Toole then set stakes for the widening, but again the contractors disregarded the stakes. At Station 1743 they had a bulge on the right side of the fill of more than 7 feet. I personally objected to the appearance of this bulge and instructed Resident Engineer Toole to have it removed. This was done and two tractors worked eight hours to correct this situation. I refer you to Mr. Toole's weekly report for the week ending June 5 where, in next to the last paragraph, he states that Thursday afternoon the tractor and dozer removed the bulge from the fill slope at the right of Station 1743. As the removing of this bulge from the fill was occasioned by their own negligence of not placing the material uniformly, I can not approve their claim in the amount of $162.00 for this item.

3. There is no basis for this particular claim, as they were advised that the excess material should be disposed of uniformly and they should have deferred any finishing of the fill adjacent to the cut until all materials from the cut had been disposed of. I recommend rejection of this claim in the amount of $144.00.

4. The contractors were instructed to place the gravel topping material in layers of approximately 6 inches, as on former jobs we had found it practically impossible to secure a smooth surface when 12 inches of loose gravel were placed in one layer. We consider ourselves well within the specifications on this phase of the work as the general provisions for selected roadbed topping state under "Cross-sections and Number of Courses" that the number of courses that the surfacing materials are to be placed, etc., shall be as indicated in the plans, but shall be subject to such reasonable variation as ordered by the engineer to meet various conditions encountered. Their statement that they were forced to remain in idleness for three days after the first lift of gravel topping is preposterous, as the gravel topping to which they refer was placed on May 26 and 27, whereas excavation in the Tunnel cut proper was not completed until June 15. They were required to blade the materials and keep the roadbed in proper shape until the salvaged surfacing materials could be placed thereon as per authority of the contract. It was not practical to place the salvaged surfacing materials until such time as they had finished the grading and gravel topping of the Tunnel cut, so that traffic could be diverted over the new grade and allow the tearing up of the old road to secure the surfacing materials. Traffic could not use the new grade until June 15 and as late as June 14, which was the last day the old road was used, even the contractors themselves were hauling topping materials over the old road, as they could not traverse the new grade. Therefore, it was impossible to place any salvaged surfacing materials before June 15 and during this time, of course, it was necessary that they maintain the traveled portion of the new grade in proper condition. There was nothing out of the ordinary in any of the details of handling the topping and salvaged surfacing materials and I recommend rejection of all of their claim No. 4 in the amount of $1668.00.

5. Statements made in this claim are erroneous. The contractors never had but one blademan on the job, although the Berke Bros.

Mr. H. G. Smith, Construction Engineer
Subject: Berke Bros. Claim for additional
compensation on the Tunnel Section
grading and gravel topping, O.O.T.

themselves bladed at odd times and perhaps this is where they get the idea of having three blademen. The statement that they were compelled to blade the salvaged surfacing materials constantly eight hours per day for twenty-five days is a misstatement of facts. The placing of salvaged surfacing materials was completed on July 1 and the job was accepted as completed on July 7. I refer you to the Resident Engineer's weekly reports for the weeks ending July 3 and July 10. Thus they were compelled to blade the salvaged surfacing materials only six days and the last three days were upon my instructions. I looked the project over some two or three days after they had finished the placing of salvaged surfacing materials and I found the finished surface very rough and uneven. I advised the Resident Engineer that we could not accept the job in such a condition, so Berke Bros.' blademen ripped up the top inch or so of materials and reshaped them. They then reworked the entire project and I again made an inspection and advised the Resident Engineer that we would accept the job. I recommend rejection of this entire claim in the amount of $1120.00.

6. Claim No. 6 in the amount of $49.50 is predicated upon claim No. 5. I recommend rejection of this claim also.

7. I am somewhat embarrassed at the number of times that I find it necessary to state that their claims are untrue as it would appear that I am deliberately taking issue with the contractors. This I can not help, however, as all of their statements are as misleading as their claim No. 7 in which they state that the last layer of gravel was in placed on May 26. Actual facts are that the grading work was not completed until the 15th day of June and if you will refer to the weekly report of the Resident Engineer for the week ending May 29 you will note that there were still 5000 cubic yards remaining in the tunnel cut, of which 2000 cubic yards was solid rock excavation in the bottom lift of the cut. A report for the week ending June 12 further states that their shovel was still excavating in the tunnel cut and report for the week ending June 19 advises that on Tuesday Morning, June 15th,

the roadbed was finally completed through the tunnel cut, ready for topping. I recommend rejection of their claim No. 7 in the amount of $171.78.

They advise that they were given approximately 67,400 cubic yards of common and 126,200 cubic yards of rock, which totals 193,600 cubic yards. Plans upon which the project was bid showed that there were net quantities of 72,500 cubic yards of common and 123,000 cubic yards of rock, which totaled 195,500 cubic yards. As there were no slides or unforeseen conditions encountered that would require the use of the extra allowance, I consider the final estimate to be exceedingly close to the estimated quantities.

Berke Bros. had some very tough weather conditions during prosecution of the job and I am sorry that they incurred a loss on the project. This, however, does not in my mind, give them any reason to make claims upon unfounded facts. It is my opinion that no blame is to be attached upon the Resident Engineer, as he was simply attempting to secure a job satisfactory and in compliance with the specifications and there is no reason to assume that the Resident Engineer was not courteous on this job, as his performance of many other jobs indicated that such is not his nature. I personally observed enough on this job to indicate that the contractors were not inverse to skimping specifications unless they were made to rigidly adhere to the same by the Resident Engineer. It was, of course, unfortunate that the contractors became incensed at the Resident Engineer early in the job, but if they had not insisted upon placing of their material in such thick layers, there would have been no occasion for the setting of stakes which was the origin of the dissention.

I return Burke Bros.' claim herewith.

Very truly yours

W C Willia

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 4 1938
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169-g

March 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Attached hereto is the claim of Berke Bros. in the amount of $3,380.37 for various delays on the Tunnel Section of the Old Oregon Trail in Baker County. Please render a report on the various items enumerated in this complaint.

I would also recommend that you discuss this from a psychological point of view with Mr. Toole as it illustrates the lengths to which small differences of opinion between the engineer and the contractor may lead. This is the first instance in which I have heard any complaint from contractors about Resident Engineer Toole, and I do not mean to say that Berke Bros. are entirely blameless in the matter either as several engineers have found them rather irascible at times, but I feel that it is very necessary for young engineers to take these matters seriously to heart and learn to give their instructions in such a manner that these claims do not arise.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

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OCT 1 1937
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Boldock

September 22nd, 1937

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Old Oregon Trail Highway, Tunnel Section
Grading Contract 1906, Prefix 1-1111
Berke Bros., Contractors
N. A. Toole, Resident Engineer

	Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
	Clearing & Grubbing	$86.93	100%			$400.00
	Trench Excavation	94.80	94.8 cu. yd.	1.00	1.00	94.80
	Common "	12,202.96	67,433.1 cu. yd.	0.18	0.22	14,835.28
	Solid Rock "	54,518.78	126,231.1 cu. yd.	0.432	0.44	55,541.68
	Overhaul	13,057.62	435,254 yd. sta.	0.03	0.01	4,352.54
	Truck Haul	3,256.00	16,366.6 yd. mi.	0.23	0.10	1,636.66
	Finishing Roadbed & Slopes	1,381.25	1.09 Miles	1300.00	200.00	218.00
	Rounding Cutbanks	363.37	5,191 lin. ft.	0.07	0.10	519.10
	18" Corr. Galv. Iron Pipe	198.98	102 " "	1.95	1.85	188.70
	Salvaging Culvert Pipe	80.00	160 " "	0.50	0.50	80.00
	Salvaging Guard Fence	50.60	253 " "	0.20	0.25	63.25
	" Surfacing Materials	694.65	1,005 cu. yd.	0.72	0.50	502.50
	Hauling Salvaged " "	28.35	283.5 Yd.mi.	0.10	0.10	28.35
	Gravel Topping	1,975.30	6,197 cu. yd.	0.32	0.25	1,549.25
	Hauling Gravel Topping	1,167.20	9,722.3 yd. mi.	0.12	0.15	1,458.35
	Sprinkling	439.01	208.1 M-Gals.	2.11	2.00	416.20
*	Structural Excavation	2,455.52	607.8 cu. yd.		4.00	2,431.20
*	Struct. Exc. below Elev. Shown	138.58	34.3 cu. yd.		4.00	137.20
*	Treated Piling	2,483.28	2,235.17 lin. ft.		1.10	2,458.69
*	Treated Lumber	9,295.22	86.011 M-FBM		107.00	9,203.18
*	Class "A" Concrete	392.39	15.54 cu. yd.		25.00	388.50
*	" "B" "	3,715.64	159.95 cu. yd.		23.00	3,678.85
*	" "D" "	6,457.94	278.00 cu. yd.		23.00	6,394.00
*	Metal Reinforcement	3,561.97	70,534 lb.		0.05	3,526.70
*	Structural Steel	3,749.40	67,496 lb.		0.055	3,712.28

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
* Concrete Handrail	$3,407.41	843.42 lin. ft.		4.00	$3,373.68
* Price Agrement #2	36.23	17.75 bbls.		2.30	36.23
* " " #3	13.76	18.92 lin. ft.		0.72	13.62
* " " #4	9.70	15.25 " "		0.63	9.61
Force Order #1	20.22				20.22
" " #2	52.50				52.50
	$125,385.54				$117,321.12

* Sublet to Montag & Sons at Bid Prices.

Total Cost	$125,385.54
Gross Revenue	117,321.12
Net Loss	$8,064.42

Net Loss Equals 6.9% of Gross Revenue

Detail of Cost

Labor:				
Supervision			$2,022.96	
Labor			24,075.40	
State Industrial Accident Insurance			1,685.94	
Unemployment Insurance & Social Security			623.18	
				$28,407.48
Materials:				
18" Corr. Iron Pipe	102 lin. ft.	at 1.404	143.21	
18" " " " Bands	5 each	at 2.079	10.39	
				153.60
Equipment Rental, Supplies & Miscellaneous:				
Equipment Rental			27,656.25	
Gas, Oil & Grease			8,636.42	
Small Tools, Repairs & Misc.			9,848.36	
Move In			3,223.83	
Explosives			7,197.53	
Lumber for Camp			692.18	
Camp Erection & Maintenance			1,351.27	
Freight			186.97	
General Overhead Expense			1,495.25	
Bond 1% of Gross Revenue			1,172.66	
				61,460.72
C. J. Montag, Sub-Contractor:				
Structural Excavation	607.8 cu. yd.	at 4.00	2,431.20	
Struct. Exc. below Elevation shown	34.3 cu. yd.	at 4.00	137.20	
Treated Piling	2,235.17 lin. ft.	at 1.10	2,458.69	
Treated Lumber	86.011 M-FBM	at 107.00	9,203.18	
Class "A" Concrete	15.54 cu. yd.	at 25.00	388.50	
" "B" "	159.95 cu. yd.	at 23.00	3,678.85	
" "D" "	278.00 cu. yd.	at 23.00	6,394.00	
Metal Reinforcement	70,534 lb.	at 0.05	3,526.70	
Structural Steel	67,496 lb.	at 0.055	3,712.28	
Concrete Handrail	843.42 lin. ft.	at 4.00	3,373.68	
Price Agreement #2	15.75 bbls.	at 2.30	36.23	
" " #3	18.92 lin. ft.	at 0.72	13.62	
" " #4	15.25 lin. ft.	at 0.63	9.61	
				35,363.74
				$125,385.54

Tunnel Section

REMARKS:

This contract was bid August 27th, 1936. On October 3rd, C. J. Montag & Sons, sub-contractors on the bridges, moved in, and on October 20th, the contractor started erecting a camp. The project was finished July 7th, 1937.

The grading work consisted of the excavation of 67,000 cubic yards of common and 126,000 cubic yards of solid rock. 130,000 cubic yards of material was contained in a cut that parallels the Union Pacific R.R. tunnel at a distance of about 250 feet to the north. This cut pierces a hogback at nearly right angles. The east slope of the hogback dips at an angle of about 20 degrees, flattening out towards the level of the river. About 65,000 cubic yards, or about 50% of the yardage in this cut, was used to make a fill of about a thousand feet in length, and which extends from the cut east to the bridge over Burnt River. The west side slope is very steep, dipping at an angle of about 38 degrees. A trestle bridge, about 60 feet in height above the river, abuts against the steep slope. About 65,000 cubic yards was used to make a fill beyond the bridge, and as the bridge was only partially complete, the grading contractor had to construct a small temporary bridge across the river and a truck road up the steep slope to the trestle bridge abutment.

The material in the east portion of the large cut was excavated with ease. The solid, which was of a decomposed and shattered character, drilled and shot with no great effort. On the west end of the cut, however, rock of a very hard character was encountered, and as the bridge had been only partially completed, the contractor met with some difficulty. The closeness of the bridge structure to the blasting operations forced the contractor to confine his shooting to only a few light loaded holes at a time. The close proximity of the railroad tunnel, also made it necessary for the contractor to use extra precaution in his blasting work.

This job was bid too low. Very little, if any, of the loss can be attributed to inefficiency or bad judgment of the contractor. However, if the grading work on the west end of the large cut had been fully completed before construction of bridges, or vice versa, the loss might have been reduced somewhat.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
SEP 7 1937
FOR FILING
169-g

September 3rd, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 5th, concerning the extension of time to Burke Bros. on Oregon F.A.P. 169-G, Tunnel Section of the Old Oregon Trail. The contract was awarded on August 27th, and actual work began September 30th, which was within the contract limits considering the time necessary to notify the contractor etc.

The progress and completion date of the grading was dependent upon the completion of the bridges. The bridge contractor moved in and completed his work in a most expeditious manner as compared with other contractors who have built bridges in this section. The grading contractor completed his work as quickly as possible after the last bridge was completed, and coordinated his operations to fit those of the bridge sub-contractor. In fact, he was held up to a considerable extent during the latter part of the grading work by non-completion of the bridges. The bridge work could not proceed during two months of unseasonal weather, and all work was suspended on the bridges during January and February.

Under these circumstances it appears that the weather was unseasonal enough to warrant the extension of time of 37 days without penalty. In fixing the time limit for this job, it was advisable to consider the mild winter weather experienced in the locality. In this section it was anticipated that work could readily be carried on throughout the winter, and efforts are made to contract work in this vicinity during the winter months so that work can be under way during the winter and the employment rolls augmented.

It is also advisable to do the oiling work as early as possible during the summer months, so that it is inadvisable to allow any extra time in the contract.

When unanticipated weather is encountered, it would seem reasonable to grant an extension of time, and I am asking your reconsideration of the request for this extension of time.

Very truly yours,

State Highway Engineer

R

FORM 1-H-1 10-5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU-VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 19 1937
FOR FILING
169-G

RECEIVED
AUG 17 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 16, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With further reference to overrun on the time limit of Burke Brothers' contract for grading the Tunnel Section of the Old Oregon Trail, Federal Aid project #169-G.

It is true that actual work on this project did not begin until September 30, whereas the contract was awarded on August 27. This delay, I understand, was due to the inability of bridge contractor, Montag, to complete other work on which he had expected an earlier completion date.

The progress and completion date of the grading was dependent upon completion of the bridges, so that there was no need of the grading contractor starting work until he could see his way clear to complete without a layoff. The grading contractor completed his work as quickly as possible after the bridges were completed. In fact, he was held up to a considerable extent during the latter part of the grading work by non-completion of the bridges. This, of course, is an obligation of Burke Brothers, as they held the general contract for both grading and bridges.

As to the fact of whether the weather was too severe or not to hinder construction activities, I would say definitely that it was. The grading work, possibly, would not have been hindered greatly, but the bridge work could not proceed during two months of unseasonal weather and all work was suspended on the bridges during January and February.

Under these conditions, it appears to me that the weather was unseasonal enough to justify the granting of a time extension of 57 days without penalty.

Very truly yours

NOTED
State Highway Engineer

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 10 1937
FOR FILING

August 6th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sirs

The attached letter has been received from W. H. Lynch, District Engineer, Bureau of Public Roads, which does not exactly check with your recommendations for an extension of time on Berke Bros. contract.

I am not in favor of penalizing Berke Bros. for the overrun on their contract as I think there job was complicated by some unusual hauling conditions and that on the whole they made average progress. It is necessary, however, that I have the facts correct before I argue further with the Bureau, and I would appreciate further information from you as to the delay in starting and whether or not they actually were hindered by unusual winter conditions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 12 1937
FOR FILING
169-9

August 4th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence is requested in the extension of time of Burke Bros. contract 1906, on the Tunnel Section of the Old Oregon Trail, from May 1st, 1937 to July 7th, 1937, without penalty.

This extension of time is necessitated by the unusual inclement weather during the winter months. In writing the specifications, the department anticipated that the climatic conditions in the Burnt River Canyon in the vicinity of Huntington would be such during the winter that normal construction activities could be carried on without serious inconvenience, but during the last winter very little effective work could be accomplished by the contractor, although they had sufficient equipment and prosecuted the work as well as conditions would permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

#1906

RECEIVED
AUG 5 1937
FOR FILING
169-9

August 5, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1906 for the construction of the Tunnel Section of the Old Oregon Trail in Baker County, has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $117,518.12, including the final payment. Of this amount $72.72 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 169-G
Tunnel section
Old Oregon Trail

169-G

July 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

App. 30165

Section G
Oregon Project No. 169

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 17, 1936 by the Oregon State Highway Commission and on January 14, 1937 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section G of Oregon project No. 169; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section G to provide for the construction of a bituminous macadam wearing surface over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section G be increased from $137,482.00 to $145,468.00, and that the Federal funds approved and set aside to the credit of said Section G be increased from $84,000.00 to $88,740.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section G be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read;

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eighty-eight thousand, seven hundred forty and no/100 dollars ($88,740.00) as the share of the United States

30118

payable under said act on account of said Section G, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section G shall not in any event exceed the sum of eighty-eight thousand, seven hundred forty and no/100 dollars ($88,740.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-five thousand, four hundred sixty-eight and no/100 dollars ($145,468.00), the approved total estimated cost of said Section G."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 29th day of May, 1937, and the Secretary of Agriculture on the 30th day of June, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads

Section G
Oregon Project No. 169

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 169-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 145,468.00 in lieu of the $84,000.00 approved by Cert. of January 14, 1937 as the total estimated cost of said project, and the sum of $ 88,740.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of June, one thousand nine hundred and thirty-seven.

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

RECEIVED
JUL 20 1937
FOR FILING

169-9

July 20, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Bros. Inc., on Contract No. 1906 for the construction of the Tunnel Section of the Old Oregon Trail in Baker County. This payment will be made on or after July 30, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 20 1937
FOR FILING
169-9

July 20, 1937

Mr. R. C. Williams
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Sir:

Reference is made to the Burke Bros. Contract No. 1906, Tunnel Section, Old Oregon Trail, in Baker County. According to our records, the time limit on this contract expired on May 31. Will you please take the matter up with the contractors and request that they submit their application for extension of time and forward it to this office with your recommendation?

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

FORM 5-E-1 5M 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
~~SALEM~~
Burns

169-9

July 15,1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am submitting the following explanations for variances of more than 10% on contract bid items pertaining to the Burnt River Bridges on the Tunnel Section of the Old Oregon Trail, contract no. 1906, Burke Bros., Inc..

Excavation Above Elevation Shown   Overrun of 107.8 Cu. Yd. or 21.6%

The 21.6% is for the combined quantities on both bridges, the bid item, Bridge no. 2203 underrun 9.4 cu. yd. or 6.0% but bridge no. 1781 overrun 117.2 cu. yd. or 35.6%.

Original drawings showed the footings of bridge no. 1781 merely benched into the hill to get a grip probably on the belief that the hill was solid rock as it actually appeared in most places. However, the hill proved to be rock but covered by a sluff of loose material varying in depth from about 4 to 10 feet in the locality of the bridge. In order to penetrate this sluff and bench the footings in enough to get toe support on solid rock on the steep slope it was necessary to go as much as 6 to 16 feet below the surface on three bents as shown on drawing no. 6034, a special one to take care of this condition.

Elevations were not given originally for these footings so I can not definitely account for all the yardage increase. I estimate the 15 footings for the three bents to have gone down about an actual 11 feet instead of an intended 5 feet on the average. These figures would involve approximately 110 cu. yd. extra. Also bent no. 12 had to go down an extra 2 feet with the footing near the outside of the curve since the ground sloped sideways opposite to the heavy bridge super, this adding an additional 4 cu. yd.. Roughly accounting for 114 cu. yd. as above against the 117.2 cu. yd. leaves a quite natural variance of only 1%.

Excavation Below Elevation Shown   Overrun of 4.3 Cu. Yd. or 14.3%

The 14.3% is for the combined quantities on both bridges, the bid item, Bridge no. 2203 called for 10 cu. yd. originally but suitable foundation material was reached above elevation so an underrun of 10 cu. yd. or 100.0% resulted.

MAN, PORTLAND
PENDLETON
TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Excavation Below Elevation Shown Continued Overrun of 4.3 Cu. Yd. or 14.3%

Bridge no. 1781 called for 20 cu. yd. originally but in order to reach suitable footing material bent no. 6 had to go down a little over 8 feet below elevation, involving 25 cu. yd.. Also bents no. 9 and 10 had to go below elevation with a few footings equivalent to a little over 9 feet for one footing, amounting to 9 cu. yd. The necessary total quantity of approximately 34 cu. yd. resulted in an overrun of 14.3 cu. yd. or 71.5%.

The large compensating percentage variations on the two bridges cut the bid item variation down very appreciably.

Class "A" Concrete Underrun of 4.46 Cu. Yd. or 22.3%

The only portion of this item on the job was in the two pier caps of bridge no. 2203. These were built according to the drawings, the drawings not receiving any revision throughout the duration of the job so the original figure must have been high.

Class "B" Concrete Underrun of 40.05 Cu. Yd. or 20.0%

The 20.0% is for the combined quantities on both bridges, the bid item. Bridge no. 2203 underran 7.53 cu. yd. or 8.4%. However, bridge no. 1781 underran 32.52 cu. yd. or 29.6% although the quantity for this bridge was actually increased.

This increase is obvious from the Excavation Above Elevation overrunning 117.2 cu. yd. or 35.5% and that Below Elevation overrunning 14.3 cu. yd. or 71.5% since an increase in footing depth excavation should necessarily involve an increase in footing concrete to some extent. By figuring the foundation concrete increase equivalent to the increased foundation depths I obtain an actual increase of 14 cu. yd. over that indicated by the original drawings. By reducing the Final Quantity 14 cu. yd. for this actual overrun, an underrun of 32.52 plus 14 equals 46.52 cu. yd. or 42% would have resulted from the original basis.

During the early stages of the job I anticipated a natural overrun but later noticed that the actual overrun would figure as a large underrun. At the time I made a thourough check myself and called the contractor's attention to this but neither of us could find a deficiency in the pouring records. A "D" mix was used on about 40 cu. yd. of "B" concrete, considering this, the yardage poured checks reasonably

CHAIRMAN, PORTLAND
PENDLETON
TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Class "B" Concrete Underrun of 40.05 Cu. Yd. or 30.8%

Continued

against the cement used. Pay was figured on "B" although the "D" mix was used on some; classification was not changed anyplace so I believe the original figure must have been high.

Structural Steel Underrun of 12,504 lb. or 15.6%

The 15.6% is for the combined quantities on both bridges, the bid item. Bridge no. 2203 underran 5,207 lb. or 13.0% and bridge no. 1781 underran 9,297 lb. or 18.2%.

The only structural steel on the job was I-beams with shoes and rockers additional on one bridge. These were not changed in any way during the job; actual scale weights were taken as Final Quantities since they underran the computed weights. It seems that the original quantities must have been high.

Treated Piling

The combined quantities for both bridges, the bid item, varied less than 10%. However, bridge no. 2203 underran 142.08 lin. feet or 18.4%. This was caused by an original set-up of 770 lin. feet but in actual ordering, twenty 35 foot piles, only 700 lin. feet, were apparently decided upon at Salem.

Since the final estimate for this contract will probably show the bridges and grading as combined, you may be interested in the isolated bridge costs.

The final estimate is $1,467 less than the contract price of $36,800; also the costs of C. J. Montag and Sons are $1,118 more than the final estimate.

Very truly yours,

Orville Kofoid

Orville Kofoid
Transitman

c.c. R. H. Baldock
H. G. Smith
N. Stephenson
W. C. Williams

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. FOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

169

RECEIVED
JUL 15 1937

FOR FILING
169-8

July 14, 1937.

Mr. O. J. Hogue,
2248 N. W. Hoyt St.,
Portland, Ore.

Dear Sir:

With further reference to your correspondence regarding damage to your car on Berke Bros., job on the Old Oregon Trail, wish to advise that the name of the checker is John B. Wiggins.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. H. Low
H.

CC to
R.H.Baldock

NOTED
State Highway Engineer

Form 338—5M—12-36

169-9

RECEIVED JUL 12 1937

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 10, 1937

Section Tunnel

Kind of work Grading

Highway Old Oregon Trail

Section prefix 1-1111

Contractor Berke Brothers

Contract number 1906

Date of contract August 27, 1936

Date of completion May 31, 1937

Date work started September 30, 1936

Estimated date of completion July 7, 1937

Amount of contract $125,681.50

Per cent of time elapsed overtime %

Estimated cost of completed project, exclusive of engineering $117,265.56

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $8000, 6.37 %

Date project was completed July 7, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Over the week-end Berke's sharpened up the 4 scarifying teeth and added 3 more. On Monday, the blademan ripped up the top inch or so of the unoiled materials in an effort to smooth up the road some.

On Tuesday, he bladed the oiled materials, that had been windrowed along the shoulders, across the road and with considerable blading broke up all the chunks of oil. The traffic helped also.

On Wednesday, the road was wet down with water and the blademan continued to set up the oiled materials. They had also been working their shoulders at odd times and had very little work left on them.

I was out on the job all Wednesday morning and left at noon instructing the blademan (who was in charge of the finishing) what had to be done to complete the work.

I went out on the job later in the afternoon to O.K. it for final. The blademan had failed to blade off about a 4" ridge along each shoulder from Sta. 1716 to 1736, also he failed to blade the topping placed on Benson's road. I told Ottley Berke this work had to be done before the job would be accepted. He blew up, wanted to fight, and said as far as he was concerned the job was completed. I left and came back the next morning. They had done the work I had asked and I accepted the work.

Signed M A Leslie

Address Huntington, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.16				
Miles partially completed					
Miles completed	1.16				
Total estimated quantities	193,000				
Estimated quantities moved or placed to date	193,000				
Average daily quantities	1000				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Baker COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					6	8
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers #10 Western blade & 1 - 5 yd. truck

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	warm		
Monday	warm & windy		
Tuesday	warm		
Wednesday	fair		
Thursday	fair		
Friday	fair & warm		
Saturday	fair & warm		

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUL 12 1937
FOR FILING

169-4

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

July 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The final cost of the Tunnel Section of the Old Oregon Trail as indicated by the semi-final estimate is $126,783 as compared with the project authorization of $138,250.

Practically all the underrun in the contract items was in the grading items and this was mostly by reason of the additional allowance in the preliminary estimate, which was not required.

Several of the bid items showed a variance of more than 10% and I am attaching hereto a copy of a letter addressed to me by Resident Engineer Tooke giving explanations for such variances in the grading items. I am requesting Orville Kofoid, Resident Bridge Engineer, to submit direct to Mr. Paxson's office explanations for variances in bridge items.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock
G. S. Paxson

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Y

OREGON STATE HIGHWAY COMMISSION
Salem

Huntington, Oregon
July 8, 1937

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Herewith explanations for over and underruns in excess of 10% on grading items on the Tunnel Section of the Old Oregon Trail:

The trench excavation overran 58%. It was necessary for us to build a drain ditch to the left of station 1764 to get rid of the excess water when Benson irrigated his field. In the preliminary estimate we did not allow for this as Mr. Benson objected to the drain ditch and we thought it would do us no harm standing alongside the fill, the water being a small amount and the fill standing 35 feet high. This water seeped under the fill, however, and made the original ground unstable, settling the fill. Seeing our predicament, Mr. Benson consented to the drain ditch.

The common excavation underran 15.7%. In our preliminary estimate we allowed for 15,000 cubic yards of borrow and figured the rock as swelling 15%. The rock swelled 34% and eliminated the borrow.

By widening the fill from station 1752 to 1765 to help use up the material caused by the excessive swelling of the rock in the tunnel cut, we increased the truck haul 3000 yard miles, making an overrun of 25.9%.

The rounding cutbanks underran 13.5%. This was caused by the allowance added to the preliminary estimate.

Salvaging culvert pipe underran 36%. We were unable to salvage any pipe around the old road adjacent to H. C. Benson's property. This was part of the right of way agreement.

We underran 15.7% on the salvaging guard fence. This was due to the extra allowance added to the preliminary estimate.

Because we failed to allow one half mile haul as part of the cost of salvaging surfacing materials in our preliminary estimate, we underran 71.7% on the haul.

Berke Brothers started work on the west end of the job in January. They attempted to pick up the salvaged surfacing materials on that end of the job and stockpile it, but did not have very much success as the oil was too cold (the temperature was below freezing.) Having plenty of material around the old road by Benson's (the old road being a mile longer than the new) we decided to discard the oil that it would be necessary to stockpile before using, reducing this item 100%.

Mr. W. C. Williams, Division Engineer
Subject: Over and underruns, Tunnel Section
Old Oregon Trail, BakerCounty

Page #2
7-9-37

The gravel topping underran 11.5%. This was caused by the allowance added to the preliminary estimate.

The sprinkling overran 58.7%. The season was exceptionally dy and hot and it took lots of water to soak up the road so it could be bladed suitably to set up the salvaged surfacing materials. Also, Berke's finishing equipment was antiguated, slowing up the work considerably and causing us to put on lots of water that was not used to an advantage.

Mr. Kofoid submitted bridge records to Salem previously and I can not explain variances in bridge items .

Very truly yours

(signed) W. A. Toole

Resident Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 12 1937
FOR FILING
167-9

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

With the semi-final estimate on the Tunnel Section of the Old Oregon Trail, there is being submitted price agreement No. 2 and No. 3.

Price agreement No. 2 covers the adjustment of cement and there is an adjustment of $29.30 in favor of the contractor.

Price agreement No. 3 is an adjustment for the excess piling cutoffs and shows a balance of $22.63 in favor of the contractor.

NOTED

Very truly yours

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

FORM 9-A41 6M 6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 13 1937
FOR FILING
169-9

July 7th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The attached letter has been received from O. J. Hogue, concerning an accident he had on Berke Bros. contract, Tunnel Section of the Old Oregon Trail.

Will you kindly obtain the name of the Checker mentioned by Mr. Hogue so that his evidence will be available if Mr. Hogue wishes to sue.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 5M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 13 1937
FOR FILING
169-9

July 7th, 1937

Mr. O. J. Hogue
2248 N. E. Hoyt St.
Portland, Oregon

Dear Sir:

I have noted the letter which you enclosed from Mr. Ralph Schlegel, Attorney at Law, 512 Yeon Building, and wish to advise that there is nothing that the Highway Department can do to secure payment of your claim. Berke Bros. are a responsible contracting organization and are under bond for the correct performance of their work.

Since this matter has been placed in the hands of their attorney, I would suggest you discuss the matter again with him, as there seems to be some confusion as to the facts in the matter. I will be glad to endeavor to learn the name of the Checker if you wish his testimony in the matter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

#1906

RECEIVED
JUN 26 1937
FOR FILING
169-g

June 24, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to the Berke Bros. Inc., Contract No. 1906, Tunnel Section in Baker County.

According to our records the time limit on this contract expired on May 31st. If an extension is necessary will you please secure it from the contractors together with the consent of their surety and forward it to this office with your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 27 1937
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 169-G
Tunnel Section of the
Old Oregon Trail

169-G

May 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 8 1937
FOR FILING

169-G

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tunnel Section, Federal Aid Project No. 169-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 169-B

DURKEE SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1937

Grading (Contract No. 1906)

All Required		Clearing and Grubbing		$ 385.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
76,400	cu. yds.	Common Excavation	0.22	16,808.00
134,700	cu. yds.	Solid Rock Excavation	0.44	59,268.00
420,000	yd. sta.	Overhaul	0.01	4,200.00
13,000	yd. mi.	Truck Haul	0.10	1,300.00
1.05	Miles	Finishing Roadbed and Slopes	200.00	210.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
110	lin. ft.	18" Corrugated Iron Pipe	1.85	203.50
250	lin. ft.	Salvaging Culvert Pipe	0.50	125.00
300	lin. ft.	Salvaging Guard Fence	0.25	75.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.50	750.00
1,000	yd. mi.	Hauling Salvaged Materials	0.10	100.00
600	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.50	300.00
6,800	cu. yds.	Gravel Topping	0.25	1,700.00
9,600	yd. mi.	Hauling Gravel Topping	0.15	1,440.00
150	M-Gals.	Sprinkling	2.00	300.00
				$ 87,784.50

Surfacing (Contract No. 1948)

1.05	Miles	Preparation of Base	$ 100.00	$ 105.00
1,350	cu. yds.	Mineral Aggregate in Place	2.95	3,982.50
100	tons	Asphalt in Place	29.00	2,900.00
10	M-Gal.	Sprinkling	1.50	15.00
360	cu. yds.	Gravel and Talus Material in Shoulders	0.50	180.00
170	cu. yds.	¾" Rock in Shoulders	1.75	297.50
1,500	yd. mi.	Hauling Shoulder Materials	0.12	180.00
				$ 7,660.00

Subtotal	$ 95,444
10% Engr. & Cont.	9,544
Total	$104,988

Bridge No. 1781 (Contract No. 1906)

330	cu. yds.	Structural Excavation	$ 4.00	$ 1,320.00
20	cu. yds.	Structural Excavation Below Plans	4.00	80.00
1,630	lin. ft.	Treated Piling	1.10	1,793.00
74	M-FBM	Treated Lumber	107.00	7,918.00
110	cu. yds.	Class "B" Concrete	23.00	2,530.00
175	cu. yds.	Class "D" Concrete	23.00	4,025.00
47,000	lbs.	Metal Reinforcement	0.05	2,350.00
40,000	lbs.	Structural Steel	0.055	2,200.00
500	lin. ft.	Concrete Handrail	4.00	2,000.00
				$ 24,216.00

Bridge No. 2203 (Contract No. 1906)

170	cu. yds.	Structural Excavation	$ 4.00	$ 680.00
10	cu. yds.	Structural Excavation Below Plans	4.00	40.00
770	lin. ft.	Treated Piling	1.10	847.00
16	M-FBM	Treated Lumber	107.00	1,712.00
20	cu. yds.	Class "A" Concrete	25.00	500.00
90	cu. yds.	Class "B" Concrete	23.00	2,070.00
95	cu. yds.	Class "D" Concrete	23.00	2,185.00
27,000	lbs.	Metal Reinforcement	0.05	1,350.00
40,000	lbs.	Structural Steel	0.055	2,200.00
250	lin. ft.	Concrete Handrail	4.00	1,000.00
				$ 12,584.00

Subtotal	$ 36,800
10% Engr. & Cont.	3,680
Total	$ 40,480

Length of Roadway	1.048 miles
" " 2 Bridges	.077 "
Total Length	1.125 "
Cost per mile, Roadway	$ 100,179

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 104,988	$ 64,046	$ 40,942
Bridges	40,480	24,694	15,786
	$ 145,468	$ 88,740	$ 56,728

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RH BALDOCK

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MAY 5 1937
FOR FILING

169-9

Cost Analysis to April 17th, 1937

Old Oregon Trail Highway, Tunnel Section
Contract 1906, Prefix 1-1111

Berke Bros., Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 52.20	100%			$ 400.00
Trench Excavation	6.90	6.9 cu. yd.	1.00	1.00	6.90
Common Excavation	10,688.58	62,874 cu. yd.	0.17	0.22	13,832.28
Solid Rock Excavation	36,255.60	92,200 cu. yd.	0.39	0.44	40,568.00
Overhaul	10,849.02	304,000 yd. sta.	0.032	0.01	3,400.00
Truck Haul	2,484.00	10,800 yd. mi.	0.23	0.10	1,080.00
Rounding Cutbanks	205.00	2,050 lin. ft.	0.10	0.10	205.00
18 " Corr. Iron Pipe	198.98	102 lin. ft.	1.95	1.85	188.70
Force Order #1	20.22				20.22
	$ 60,760.51				$ 59,701.10

Total Cost	$60,760.51
Gross Revenue	59,701.10
Net Loss	$1,059.41

Net Loss Equals 1.8% of Gross Revenue

NOTED

TUNNEL SECTION

Detail of Cost

Labor:			
Supervision		$1,323.05	
Labor		16,325.87	
State Industrial Insurance		1,146.01	
State Unemployment Insurance		295.07	
Old Age Pension		114.29	
			$ 19,204.29
Materials:			
18" Corr. Iron Pipe	102 lin. ft. at 1.404	$143.21	
18" " " " Bands	5 each at 2.079	10.39	
			153.60
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		19,429.50	
Gas, Oil & Grease		6,436.35	
Explosives		5,972.23	
Move In Expense 70%		2,223.83	
Small Tools, Supplies, Repairs & Misc.		6,261.46	
Lumber & Supplies for Camp		492.18	
Camp Erection & Maintenance		1,304.06	
Miscellaneous Overhead Expense		788.99	
Bond 1% of Gross Earned		597.01	
Home Office & General Overhead		597.01	
Deduct: 15,000 cu. yd. of shot solid at $0.18		(2,700.00)	
			41,402.62
COST GRAND TOTAL			$ 60,760.51

TUNNEL SECTION

REMARKS:

This contract was bid August 27th, 1936. On October 3rd, C. J. Montag & Sons, sub-contractors on the two trestle bridges moved in, and on October 20th, Berke Bros. moved in and started erecting camp. Grading work was started Nov. 18th, and to April 17th, 1937, was about 70% complete.

The excavation consists of 135,000 cu. yds. of solid and 80,000 cu. yds. of common. 130,000 cu. yds. was located in one cut 130 feet deep, and the centerline parallels a tunnel of the U.P. Railroad at a distance of about 250 feet to the north. This cut pierces a hogback at nearly right angles. The east slope of the hogback dips at an angle of about 20 degrees, flattening out towards the river. About 65,000 cu. yds., or 50%, of the yardage in this cut was used to make a fill of about 1000 feet in length extending from the cut east to the bridge over Burnt River. The west side of the hogback was very steep, dipping at an angle of about 38 degrees. A trestle bridge under construction about 60 feet above the river will abut against the slope. As the bridge was not completed, it was necessary to build a small temporary bridge across the river and a truck road up the steep slope. If the trestle bridge was completed, the trucks could haul across it, which would mean quite a saving.

Most of the excavation moved to date was moved from the large cut to the east end of the job, and this part of the grading is practically complete. A steep winding road was dozed out for trucks to move the material to the fill, and when the east fill was completed, another road was dozed and blasted on the west side of the hogback so trucks could haul to the west fill. Due to steep grades of the trucking roads, (about 20%), the trucking operations have been very expensive.

The solid on the east side shot easily, but the solid on the west side adjacent to the bridge shoots up in large pieces which are difficult to handle. The closeness of the trestle bridge and the tunnel has made blasting hazardous, and only a few holes were shot at a time. Most of what remains in the contract is left on the west side of the cut. The cut has been leveled down so that operations can be carried on more efficiently. The contract should be completed about June 1st.

This job was bid quite low considering the handicap to blasting caused by the bridge and tunnel.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Baldock

arch 27, 1937

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APR 6 1937
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169-9

Cost Analysis to March 20th, 1937
Old Oregon Trail Highway, Tunnel Section
Contract 1908, Prefix 1-1111

Berke Bros., Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$52.20	All			$ 400.00
Common Excavation	9,076.49	55,684 cu. yds.	0.163	0.22	12,250.48
Solid "	29,176.43	78,000 cu. yds.	0.37	0.44	34,320.00
Overhaul	9,120.52	285,000 yd. sta.	0.032	0.01	2,850.00
Truck Haul	1,909.00	8,500 yd. mi.	0.23	0.10	850.00
Rounding Cutbanks	150.00	1,500 lin. ft.	0.10	0.10	150.00
18" Corr. Iron Pipe	198.98	102 lin. ft.	1.95	1.85	188.70
Force Order	20.22				20.22
	$ 49,703.84				$ 51,029.40

Gross Revenue	$51,029.40
Total Cost	49,703.84
Net Profit	$1,325.56

Net Profit Equals 2.6% of Gross Revenue

NOTED
State Highway Engineer

Contract 1906

Labor:		
Supervision	$ 1,069.21	
Labor	12,724.74	
State Industrial Insurance	895.44	
State Unemployment Insurance	217.97	
Old Age Pension	75.74	
		$ 14,983.10
Material:		
18" Corr. Iron Pipe 102 lin. ft. at $1.404	143.21	
18" " " " Bands 5 each at 2.079	10.39	
		153.60
Equipment Rental, Supplies and Miscellaneous:		
Equipment Rental	15,771.50	
Gas, Oil & Grease	5,045.22	
Explosives	4,355.48	
Move In Expense (55%)	1,823.83	
Small Tools, Supplies, Repairs & Misc.	4,267.59	
Lumber and Supplies for Camp	392.18	
Camp Erection and Maintenance	1,285.86	
Miscellaneous Overhead Expense	604.90	
Bond 1%	510.29	
Home Office & General Overhead 1%	510.29	
		$ 34,567.14
COST GRAND TOTAL		$ 49,703.84

REMARKS:

This contract was bid August 27, 1936. On October 3rd, C. J. Montag & Sons, sub-contractors on the two trestle bridges, moved in, and on October 20th, the Berke Bros. moved in and started erecting camp. Grading work was started November 18th, and to March 20th, was about 54% complete. Winter Weather delayed the work about 20 days.

The excavation consists of 135,000 cu. yds. of solid and 80,000 cu. yds. of common. 130,000 cu. yds. was located in one cut 130 feet deep, and the centerline parallels a tunnel of the Union Pacific Railroad at a distance of about 250 feet to the north. This cut pierces a hogback at nearly right angles. The east slope of the hogback dips at an angle of about 20 degrees, flattening out towards the level of the river. About 65,000 cu. yds, or 50%, of the yardage in this cut was used to make a fill of about 1000 feet in length extending from the cut east to the bridge overBurnt River. The west side of the hogback was very steep, dipping at an angle of about 38 degrees. A trestle bridge under construction about 60 feet above the river will abut against this slope. As the bridge was not completed, it was necessary to build a small temporary bridge across the river and a truck road up the steep slope. If the trestle bridge was completed, the trucks could haul across, which would mean quite a saving.

Most of the excavation moved to date was moved from the large cut to the east end of the job, and this part of the grading is practically complete. A steep winding road was dozed out for trucks to move the material to the fill, and when the east fill was completed, another road was dozed and blasted on the west side of the hogback so trucks could haul to the west fill. Due to steep grades (about 20%) the trucking operations have been very expensive.

The solid on the east side shot easily, but the solid on the west side adjacent to the bridge shoots up in large pieces which are difficult to handle. The closeness of the trestle bridge and the tunnel makes blasting hazardous, and only a few holes are shot at a time. About 0.7 lbs. of powder are used per cu. yd.

Up to February 1st, only one 220 cu. ft. compressor was on the job, which was not ample to keep rock drilled and shot ahead. A new 320 cu. yd. compressor was purchased, but the contractor has had difficulty in securing experienced jackhammer operators, and the two shovels have lost some time because the rock was not shot.

This job was bid quite low considering the handicap to blasting caused by the bridge and tunnel. The job shows a small profit, and the profit should increase slightly as the job continues.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
MAY 8 1937
FOR FILING

169-g

February 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 23, 1937, concerning the item of "Concrete Handrail" on the Tunnel Section, F. A. Project No. 169-G.

While the correct quantity for this item is 850 lineal feet, the bids received were computed on the incorrect quantity of 750 lineal feet and the quantity included in the contract conformed with that on which bids were received. Accordingly, since through an oversight the prospective bidders were never advised to correct the quantity in their bid proposals, it will be necessary to change the quantity in the agreement estimate to conform with the contract.

The copies of estimate as basis for modification of the agreement to include the surfacing and oiling work to be done on this project, will contain revised quantities for the handrail items which will conform with the contract quantity. It is expected to submit these copies in the next few days.

We are sending, under seperate cover, the three copies of contract which were returned by you, since these copies conform with the original on file in this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 23, 1937.

RECEIVED
FEB 24 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith three copies of contract and bond for Oregon 169-G, Tunnel Section of Old Oregon Trail.

Attention is called to the quantity of concrete handrail. The copies of the contract give 750 lin. ft. The proposal, project agreement estimate, and plans call for 850 lin. ft. This matter was called to your attention in our letter of August 12, 1936.

Please submit corrected copies of contract at your earliest convenience as we are holding the initial voucher on this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

February 23, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith three copies of contract and bond for Oregon 169-G, Tunnel Section of Old Oregon Trail.

Attention is called to the quantity of concrete hand-rail. The copies of the contract give 750 lin. ft. The proposal, project agreement estimate, and plans call for 850 lin. ft. This matter was called to your attention in our letter of August 12, 1936.

Please submit corrected copies of contract at your earliest convenience as we are holding the initial voucher on this project.

Very truly yours,

W. H. LYNCH
District Engineer

R H [redacted] Dock

[redacted]eb. 24, 1937

RECEIVED
MAR 4 1937
FOR FILING

169-9

Cost Analysis to Feb. 20th, 1937

Old Oregon Trail Highway, Tunnel Section
Contract 1906, Prefix 1-1111

NOTED
State Highway Engineer

Berke Bros., Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	52.20	100%			$ 400.00
Common Excavation	7,039.88	43,085 Cu. Yd.	0.163	0.22	9,478.70
Solid Rock Excavation	21,300.54	58,915 Cu. Yd.	0.362	0.44	25,922.60
Overhaul	6,410.00	256,400 Yd. Sta.	0.025	0.01	2,564.00
Truck Haul	1,679.00	7,300 Yd. Mi.	0.23	0.10	730.00
Rounding Cutbanks	150.00	1,500 Lin. Ft.	0.10	0.10	150.00
18" Corr. Iron Pipe	198.98	102 Lin. Ft.	1.95	1.85	188.70
Force Order	20.22				20.22
	$ 36,850.82				$ 39,454.22

Gross Earned	$39,454.22
Total Cost	36,850.82
Net Profit	2,603.40

Net Profil Equals 6.6% of Gross Earned

Tunnel Section

Detail of Cost

Labor:

Supervision	815.37	
Labor	9,640.15	
State Industrial Accident Insurance	678.44	
State Unemployment Insurance	153.55	
		$ 11,287.51

Materials:

18" Corr. Iron Pipe	102 Lin. Ft. at 1.404	143.21	
18" " " " Bands	5 Each at 2.079	10.39	
			153.60

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	11,844.00	
Gas, Oil & Grease	3,858.01	
Explosives	3,561.13	
Move In Expense (45%)	1,473.83	
Small Tools, Repairs & Misc. Supplies	2,041.67	
Lumber & Supplies for Camp (45%)	310.00	
Camp Erection & Maintenance	1,069.83	
Miscellaneous Overhead Expense	460.16	
Bond 1% of Gross Earned	395.54	
Home Office 1% of Gross Earned	395.54	
		25,409.71
Total Cost		$ 36,850.82

REMARKS:

This contract was bid August 27th, 1936. On Oct. 3rd, C. J. Montag & Sons, sub-contractors on the bridges, moved in, and on Oct. 20th, Berke Bros. started erecting a camp. Excavation work did not start until Nov. 18th, and up to Feb. 20th, 1937, the grading was about 45% complete.

The grading work consists of the excavation of 80,000 cu. yds. of common and 135,000 cu. yds. of solid rock. 130,000 cu. yds. of the material is contained in a cut whose center line parallels a tunnel of the Union Pacific R.R. at a distance of about 250 feet to the north. This cut pierces a hogback at nearly right angles to the strike. The east slope of the hogback dips at an angle of about 20 degrees flattening out towards the level of the river. About 65,000 cu. yds. or about 50% of the yardage in this cut is being used to make a fill of about a thousand feet in length extending from the cut east to the bridge over Burnt River. The west side slope is very steep, dipping at an angle of about 38 degrees. A trestle bridge about 60 feet above the river abuts against the steep slope. About 65,000 cu. yds. from the cut is to be used for fill beyond the west end of the bridge. As the bridge is only partially complete, the grading contractor had to put in a small temporary bridge across the river and a truck road up the steep slope to the trestle bridge abutment. If the trestle bridge was completed the excavated materials could be moved across it and dumped clear of the piling, which would mean quite a saving.

The largest portion of the material moved to date consisted of excavation moved from the large cut to the east end of the job. A steep winding road was dozed out for trucks to move the material to the fill. The trucking operations were quite costly when the excavation started in at the crest of the cut. The solid at east end of the cut shoots very easily, but that on the other end has a tendency to break in large chunks, hampering the loading somewhat. Also on the west end, the closeness of the bridge structure to the blasting operations forces the contractor to confine himself to shooting only a few light loaded holes at a time. The contractor has a 1¼ and 1 3/4 Koehring shovels on the job, and they have moved nearly all of the common and solid rock excavation. Up to Feb. 1st, operations were handicapped because of lack of enough broken rock to keep the shovels busy. Since then, however, a new 315 Gardner-Denver compressor has been moved on the job to remedy this situation.

Since the large cut is located adjacent to the railroad tunnel, care must be exercised in blasting the solid rock, but as the cut is deepened the contractor is gaining more assurance in this work. The job was bid low, and very little profit can be expected. The winter weather has shut down the bridge sub-contractor.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JAN 30 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

RECEIVED
JAN 28 1937

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 169-G
The Tunnel Section of
Old Oregon Trail

January 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Hy. 30165

Form P. R. 2

State Oregon

Project No. 169-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of December, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 18th day of August, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty four thousand and 00/100 dollars ($84,000.00) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chap. 31, Laws 1920.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1716+44, in the N.W. 1/4, Sec. 32, T.12 S., R.44 E., W.M. the east end of section F of said project and survey station 1776+00 in the S.W. 1/4, Sec. 33, T.12 S., R.44 E., W.M., at the northerly end of Sec. E of said project.

, length 1.125 miles, in Baker County, being Section G of Oregon project No. 169, consisting of 1.048 miles of roadway and two bridges, each of more than 20 feet clear span, .077 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—[illegible]

(b) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Oregon-Washington R.R. & Navigation Company.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 9 of said project shall not in any event exceed the sum of eighty four thousand and 00/100 dollars ($84,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty seven thousand, four hundred eighty two and 00/100 dollars ($137,482.00), the approved total estimated cost of Section 9 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of January, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 169-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 137,482.00 as the total estimated cost of said project, and the sum of $ 84,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of January one thousand nine hundred and thirty-seven.

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Baldock ✓

RECEIVED
FEB 1 1937
FOR FILING

169-9

[illegible]n. 22, 1937

Cost Analysis to January 10th, 1937

Old Oregon Trail Highway, Tunnel Section
Contract 1906, Prefix 1-1111

Berke Bros., Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	52.20	100%			400.00
Common Excavation	7,039.88	43,085 cu. yds.	0.163	0.22	9,478.70
Solid Rock Excavation	9,248.82	25,570 cu. yds.	0.36	0.44	11,250.80
Overhaul	3,570.10	119,000 yd. sta.	0.03	0.01	1,190.00
Truck Haul	1,342.50	5,370 yd. mi.	0.25	0.10	537.00
Round Cutbanks	150.00	1,500 lin. ft.	0.10	0.10	150.00
18" Corr. Iron Pipe	198.98	102 lin. ft.	1.95	1.85	188.70
	$ 21,602.48				$ 23,195.20

Gross Earned	$ 23,195.20
Total Cost	21,602.48
Net Profit	$ 1,592.72

Net Profit Equals 6.8% of Gross Earned

NOTED
State Highway [illegible]

Contract 1903
Tunnel Section

Detail of Cost

Labor:			
Supervision (including Berke)		$ 434.61	
Labor		5,985.53	
State Industrial Accident Insurance		417.31	
State Unemployment Insurance		73.20	
			$ 6,910.65
Materials:			
18" Corr. Iron Pipe	102 lin. ft. at 1.404	143.21	
18" " " " Bands	5 each at 2.079	10.39	
			153.60
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		7,003.40	
Gas, Oil & Grease		2,669.63	
Explosives		1,300.00	
Small Tools, Repairs & Misc. Supplies		1,150.27	
Move In Expense (30%)		950.72	
Lumber & Supplies for Camp)30%(		207.63	
Camp Erection & Maintenance		584.30	
Miscellaneous Overhead Expense		208.26	
Bond 1% of Gross Earned		231.95	
Home Office 1% of Gross Earned		231.95	
			14,538.23
Grand Total Cost			$ 21,602.48

Contract 1906
Tunnel Section

REMARKS:

This contract was bid Aug. 27, 1936. On Oct. 3rd, C. J. Montag & Sons, sub-contractor on the bridges, moved in, and on Oct. 20th, Berke Bros. started erecting a camp. Excavation work did not start until Nov. 18th, and up to Jan. 10th, 1937, grading was 26% complete. The grading work consists of the excavation of 80,000 cu. yds. of common and 135,000 cu. yds. of solid rock. 130,000 cu. yds. of the material is contained in a large cut that pierces a hogback at right angles to the strike; the east side of the hogback dips at an angle of 20 degrees, flattening out towards level of the river. About 65,000 cu. yds., or 50% of the yardage in this cut, will be used to make a fill of about a thousand feet in length from the cut to the bridge over Burnt River. The west side slope is very steep, dipping at an angle of about 38 degrees. A trestle bridge about 60 feet above the river abuts against the steep slope. About 65,000 cu. yds. from the cut is to be used for fill beyond the west end of the bridge. As the bridge is only partially complete, the grading contractor will have to put in a temporary bridge across the river and a truck road up the steep slope to the trestle bridge abutment. If the trestle bridge was completed the excavated materials could be moved across the bridge and dumped clear of the piling, which would mean quite a saving, as otherwise the trucks will have to make the torturous trip down the steep truck road and across temporary bridge to fill.

Most of the material moved to date consisted of excavation moved from large cut to east end of job. A steep winding road was dozed out for trucks to move the excavated material to fill. The cost of trucking operations is abnormally high. Nearly all of the common and solid rock has been moved with shovels. The contractor having a $1\frac{1}{4}$ and a 1 3/4 cu. yd. Koehring on the job. The contractor has been using only one compressor which is only capable of furnishing air for two jackhammers. At least 4 or 5 jackhammers are needed to keep material shot ahead of the large shovel and consequently with this deficiency of drills has resulted in intermittent operation. To remedy the situation the contractor is expected to bring in a large compressor. As the railroad tunnel is located adjacent to the highway cut, care must be exercised in blasting the solid rock. As the cut is deepened the contractor is gaining more assurance in his blasting work.

As the contractor has produced some very good production records on past jobs, he can be expected to put out more yardage when the new compressor is brought on the job. The cold weather has shut down the bridge sub-contractor.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

169-G

C
O
P
Y

January 22, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 21, 1936, concerning the minimum thickness of the topping and surfacing on Federal Aid Projects Nos. 169-E, F and G.

Please be advised that the minimum thickness indicated on the typical cross sections should be corrected to 11" instead of 9" as submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Original filed in 169-E

161-G
C

C
O
P
Y

January 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Projects Nos. 169-E, F and G, the bids for which will be received February 4, 1937.

The typical section for these projects when graded shows 9" compacted thickness of topping and 2" to 3" compacted depth of salvaged surfacing material, while the typical section for the B-11 Bituminous Macadam shows the existing surfacing as 9" minimum thickness. The grading section would indicate that the minimum thickness is 11". Will you please reconcile these dimensions.

Very truly yours,

Sgd. W. H. Lynch
District Engineer

Original filed on 169-E
White copy filed on 169-F

RECEIVED
MAY 8 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 11 1937

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 169-g

January 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 169-G, the Tunnel section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 2-0-1 6M 7-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOUVELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169-g

December 21st, 1936

In Reply Please
Refer to File No.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The sub-contract between Berke Bros., party of the first part, and Charles McCurdy & Co., party of the second part, for furnishing board on the Tunnel Section of the Old Oregon Trail has been received and noted.

Our contract specifies not more than one dollar may be deducted per day for board and lodging. The sub-contract states that one dollar per day will be deducted for board. If the contractor furnishes room and/or lodging free, or if lodging is included in the one dollar per day to be deducted for meals, the sub-contract as written meets with the approval of this office.

If the contractor will agree in writing that additional deduction will not be made for lodging, you may approve the sub-contract as written.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC.
STATE HIGHWAY ENGINEER

169-9

December 19, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Enclosed herewith is copy of subcontract to be entered into between Berke Brothers, General Contractors on the Tunnel Section, and Charles McCurdy. This contract is to cover the operation of the cook house only and same meets with my approval. If approved by you, kindly advise in order that I may advise Berke Brothers.

You may retain copy of the subcontract for your files.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

FORM 5-E-1 1M 7-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
RECEIVED

IN REPLY PLEASE REFER TO FILE NO. 169-9

December 18, 1938

Mr. R. H. Baldock
Highway Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith Extra Work Orders No. 1 on the Tunnel and Gales-Tunnel Sections of the Old Oregon Trail in Baker County. This order is for moving and reconstructing of railroad right of way fence where the right of way of the highway encroaches on railroad property. The estimated cost of both orders is $27.70.

I prefer to have this work done by the contractor as in this manner the fence can be taken down and replaced by him at the time work is being performed and thus eliminate possibility of stock straying onto the right of way of the railroad company.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

RECEIVED
DEC 5 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 169-G,
Tunnel Sec.of Old Ore.Trail

169-G

December 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
1936

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Ro

RECEIVED
MAY 8 1937
FOR FILING

169-g

November 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing plans and specifications for the Tunnel Section, F. A. Project No. 169-G.

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Project
No. 169-C

[illegible] SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate to accompany surfacing plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 21, 1936

Grading (Contract No. 1906)

All Required		Clearing and Grubbing		$ 385.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
76,400	cu. yds.	Common Excavation	0.22	16,808.00
134,700	cu. yds.	Solid Rock Excavation	0.44	59,268.00
420,000	yds. sta.	Overhaul	0.01	4,200.00
13,000	yd. mi.	Truck Haul	0.10	1,300.00
1.05	miles	Finishing Roadbed and Slopes	200.00	210.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
110	lin. ft.	18" Corrugated Iron Pipe	1.85	203.50
250	lin. ft.	Salvaging Culvert Pipe	0.50	125.00
300	lin. ft.	Salvaging Guard Fence	0.25	75.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.50	750.00
1,000	yd. mi.	Hauling Salvaged Materials	0.10	100.00
600	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.50	300.00
6,800	cu. yds.	Gravel Topping	0.25	1,700.00
9,600	yd. mi.	Hauling Gravel Topping	0.15	1,440.00
150	M-Gals.	Sprinkling	2.00	300.00
				$ 87,784.50

Ⓐ

Surfacing

1.05	miles	Preparation of Base	$100.00	$ 105.00
1,350	cu. yds.	Mineral Aggregate in Place	3.00	4,050.00
100	tons	Asphalt in Place	30.00	3,000.00
10	M-Gals.	Sprinkling	2.00	20.00
360	cu. yds.	Gravel and Talus Material in Shoulders	0.50	180.00
170	cu. yds.	3/4" Rock in Shoulders	1.30	221.00
1,500	yd. mi.	Hauling Shoulder Materials	0.13	195.00
				$ 7,771.00

Subtotal	$ 95,555
10% Engr. & Cont.	9,555
Total	$105,110

Bridge No. 1782 (Contract No 1906)

330	cu. yds.	Structural Excavation	$ 4.00	$ 1,320.00	
20	cu. yds.	Structural Excavation Below Plans	4.00	80.00	
1,630	lin. ft.	Treated Piling	1.10	1,793.00	
74	M-FBM	Treated Lumber	107.00	7,918.00	
110	cu. yds.	Class "B" Concrete	23.00	2,530.00	
175	cu. yds.	Class "D" Concrete	23.00	4,025.00	
47,000	lbs.	Metal Reinforcement	0.05	2,350.00	
40,000	lbs.	Structural Steel	0.055	2,200.00	
500 ~~570~~	lin. ft.	Concrete Handrail	4.00	~~2,280.00~~	2000.00
				$ ~~24,496.00~~	24,216.00

Bridge No. 2203 (Contract No 1906)

170	cu. yds.	Structural Excavation	$ 4.00	$ 680.00	
10	cu. yds.	Structural Excavation Below Plans	4.00	40.00	
770	lin. ft.	Treated Piling	1.10	847.00	
16	M-FBM	Treated Lumber	107.00	1,712.00	
20	cu. yds.	Class "A" Concrete	25.00	500.00	
90	cu. yds.	Class "B" Concrete	23.00	2,070.00	
95	cu. yds.	Class "D" Concrete	23.00	2,185.00	
27,000	lbs.	Metal Reinforcement	0.05	1,350.00	
40,000	lbs.	Structural Steel	0.055	2,200.00	
250 ~~280~~	lin. ft.	Concrete Handrail	4.00	~~1,120.00~~	1000.00
				$ ~~12,704.00~~	$ 12,584.00

③

Subtotal	$ ~~37,200~~	$ 36800
10% Engr. & Cont.	~~3,720~~	1680
Total	$ ~~40,920~~	$ 40,480.

Length of Roadway	1.048 miles	
" " 2 Bridges	.077 "	
Total Length	1.125 "	$
Cost per mile, Roadway	~~$100,295~~	100,179

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$105,110	$64,118	$40,992
Bridges	40,920	24,962	15,958
	$146,030	$89,080	$56,950

RECEIVED
NOV 9 1936
FOR FILING

169-G

November 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 30, 1936, concerning the lump sum bid for Clearing and Grubbing on the Tunnel Section, FA Project No. 169-G.

Please be advised that the correct amount for the item is $400.00 and that the correct participating amount should be $385.00, which will change the cost of the roadwork, inclusive of the engineering and contingencies, to $96,562.00 and the total cost of the project to $137,482. Since the reduction in total cost is small, it will not be necessary to change the amount of Federal Aid Funds requested.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

RECEIVED
NOV 9 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 169-G

POST OFFICE BUILDING
PORTLAND, OREGON

October 30, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The estimate submitted with your letter of October 26, 1936 as a basis for the proposed project agreement for Oregon Federal Aid Project 169-G, the Tunnel Section of the Old Oregon Trail, shows the portion of the Lump Sum Item for "Clearing and Grubbing" prorated to the project as $481.00. The bid tabulation shows the total bid item as $400.00. Please notify us whether the bid tabulation is correct and, if so, how you wish the item prorated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

169-G

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tunnel Section, F. A. Project No. 169-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 169-C

TUNNEL SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

Roadwork

All Required		Clearing and Grubbing		$ 451.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
76,400	cu. yds.	Common Excavation	0.22	16,808.00
134,700	cu. yds.	Solid Rock Excavation	0.44	59,268.00
420,000	yd. sta.	Overhaul	0.01	4,200.00
13,000	yd. mi.	Truck Haul	0.10	1,300.00
1.05	miles	Finishing Roadbed and Slopes	200.00	210.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
110	lin. ft.	18" Corr. Iron Pipe	1.85	203.50
250	lin. ft.	Salvaging Culvert Pipe	0.50	125.00
300	lin. ft.	Salvaging Guard Fence	0.25	75.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.50	750.00
1,000	yd. mi.	Hauling Salvaged Materials	0.10	100.00
600	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.50	300.00
6,800	cu. yds.	Gravel Topping	0.25	1,700.00
9,600	yd. mi.	Hauling Gravel Topping	0.15	1,440.00
150	M-Gal.	Sprinkling	2.00	300.00
			Subtotal	$ 87,850
			10% Engr. & Cont.	8,785
			Total	$ 96,635

Bridge No. 1781

330	cu. yds.	Structural Excavation	$ 4.00	$ 1,320.00
20	cu. yds.	Structural Excavation Below Plans	4.00	80.00
1,630	lin. ft.	Treated Piling	1.10	1,793.00
74	M-FBM	Treated Lumber	107.00	7,918.00
110	cu. yds.	Class "B" Concrete	23.00	2,530.00
175	cu. yds.	Class "D" Concrete	23.00	4,025.00
47,000	lbs.	Metal Reinforcement	0.05	2,350.00
40,000	lbs.	Structural Steel	0.055	2,200.00
570	lin. ft.	Concrete Handrail	4.00	2,280.00
				$ 24,496.00

Bridge No. 2203

170	cu. yds.	Structural Excavation	$ 4.00	$ 680.00
10	cu. yds.	Structural Excavation Below Plane	4.00	40.00
770	lin. ft.	Treated Piling	1.10	847.00
16	M-FBM	Treated Lumber	107.00	1,712.00
20	cu. yds.	Class "A" Concrete	25.00	500.00
90	cu. yds.	Class "B" Concrete	23.00	2,070.00
95	cu. yds.	Class "D" Concrete	23.00	2,185.00
27,000	lbs.	Metal Reinforcement	0.05	1,350.00
40,000	lbs.	Structural Steel	0.055	2,200.00
280	lin. ft.	Concrete Handrail	4.00	1,120.00
				$ 12,704.00

Subtotal	$ 37,200
10% Engr. & Cont.	3,720
Total	$ 40,920

Length of Roadway	1.048	miles
" " 2 Bridges	.077	"
Total Length	1.125	"
Cost per mile, Roadway	$ 92,240	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 96,668	$ 59,000	$ 37,668
Bridges	40,920	25,000	15,920
	$ 137,588	$ 84,000 (61%)	$ 53,588

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

169-g

October 13, 1936

Berke Bros., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1906 awarded to you on August 27, 1936, for grading on the Tunnel Section of the Old Oregon Trail Highway in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

FORM B-E-1 2000 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

16T-4

September 28, 1936.

Burke Bros., Inc.,
Roseburg, Oregon.

NOTED
State Highway Engineer

Gentlemen:

Attached hereto are copies of the standard form for subcontracts. A subcontract with C. J. Montag & Sons covering the construction of the two bridges on the Tunnel Section of the Old Oregon Trail in Baker County will receive favorable consideration, this subcontract being in line with the letter submitted to the Highway Commission with your bid on the above project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting BridgeEngineer

GSP:AF
Enclosure

cc R. H. Baldock ✓
W. C. Williams
H. G. Smith

FORM 2-H-1 500 5-34

COMMISSIONERS,
HENRY F. CABELL, CHAIRMAN, PORTLAND,
E. B. ALDRICH, PENDLETON,
F. L. TOU VELLE, JACKSONVILLE,

H. B. GLAISYER, SECRETARY.

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169-g

September 26, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson
State Bridge Engineer

Dear Sir:

I hand you herewith copy of a letter addressed to me by Berke Brothers, Incorporated. In this letter Berke Brothers request permission to sub-let bridges on the Tunnel Section to C. J. Montag & Sons. Subletting of these bridges is satisfactory to this office, but I would prefer for you to advise Berke Brothers whether or not such sub-contract is approved.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~H. G. Smith~~

NOTED
State Highway Engineer

FORM 8-A4 6M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169-9

IN REPLY PLEASE REFER TO FILE NO.

September 23rd, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In the matter of the removal of the power poles along the right of way on the Tunnel Section of the Old Oregon Trail in Baker County.

Mr. Devers will contact Mr. Hans Benson next Monday and endeavor to secure the private right of way for the Idaho Power Co. at an estimated cost of $400.

It has been decided in any event to use the private right of way, and Mr. Devers thinks he may make the purchase at the same time as that of the State Highway right of way and secure a slight reduction.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 9-10-1 500 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169-9

September 21, 1936

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 23 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith a map showing the different proposals for handling of the Idaho Power Company's high tension line at the Tunnel Section, Old Oregon Trail in Baker County.

The existing line is indicated on the map with yellow color and this line, you will note, is almost on the center line of the new highway. Noted in green on the map is the position on the power line to be constructed on the highway right of way with exception of an angle pole at approximate station 1748+50, which can not be set on the right of way, as the cut slopes at this point run out to the right of way line. The line noted in red is the position to which the Idaho Power Company wish to move their line and this line lies entirely off the highway right of way.

Mr. Kiersted advises me that they originally paid Mr. Benson $500.00 for right of way of the present line. He originally told me $800.00, but upon rechecking the cost, he found it to be $500.00. As they own their present right of way, they are somewhat loath to reconstruct the line on highway right of way and prefer right of way of their own. However, they will construct the line on the highway right of way with certain provisions, one provision being the assurance that any future moves would be paid for by the State Highway Commission. The other requirement, which is much more important, is that he states it would be necessary to construct a temporary line if the permanent line were to be placed in the right of way, for the reason that there would be too much danger incident to blasting operations, etc., during construction if the permanent line were constructed in advance of such construction operation.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Smith, Construction Engineer — Page #2
Subject: Right of way for Idaho Power Co. — 9-4-36
high tension line, Tunnel Section
Old Oregon Trail, Baker County

They advise me that the cost of a temporary line will be $485.00 and, therefore, it will cost $485.00 more if they occupy the highway right of way than if they are on private owned right of way.

Mr. Kiersted has been negotiating with Hance Benson for such right of way and offered him $100.00. Mr. Benson demanded $400.00, which Mr. Kiersted refused to pay until further consultation with the Highway Department.

This power line is carying practically the entire electricity used by the Eastern Oregon Light and Power Company and it is very vital that service be not disrupted in any way. If the line could be moved to its permanent position on private right of way, as indicated by the red line, there would be no need of a temporary line and practically no chance for damage to the line during construction operations. Therefore, it appears to me that probably the best plan would be to secure a right of way for the Idaho Power Company and I would suggest that Mr. Devers take this matter up with Mr. Benson's attorney, A. A. Smith, and see if we can secure execution of an easement form, a blank copy of which is enclosed, for the right of way desired, the value of which should not exceed $100.00, but probably it would be necessary to compromise the final figure between the $100.00 offered and the $400.00 demanded.

I might state that another objection the Idaho Power Company offers to occupying the highway right of way is that the power poles east of the big cut and along the high fill would carry the wires at an elevation approximately the same as the roadway level. They state that the damage to their insulators by the throwing of rocks, etc., from the highway would be a considerable item and that in planning their power lines they take every precaution to eliminate such conditions.

800 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Right of way for Idaho Power Co.
high tension line, Tunnel Section
Old Oregon Trail, Baker County

Page #2
9-21-36

NOTED

Please give this matter your consideration and advise me your opinion. Personally, I hesitate to recommend the payment of possibly $200.00 or $300.00 for private right of way, but on the other hand, if this will save the cost of constructing a temporary line and better satisfy the Idaho Power Company, it seems that that is the thing to do.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J. M. Devers

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

169-g

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 17, 1936

RECEIVED
P 18 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The Idaho Power Company is ready to move power poles that are within the right of way of the Tunnel Section, Old Oregon Trail in Baker County. They are, however, unable to arrive at an agreement with Hans Benson for right of way. Mr. Benson asks $400.00 for an easement for the power line through his property. The Idaho Power Company originally paid $300.00 for an easement for the line that is now in our right of way.

We have gone over the situation carefully with E. C. Kiersted of the Idaho Power Company and find that all of the poles but two can be placed on the highway right of way. Benson will grant an easement for these poles for the sum of $50.00 and Mr. Kiersted has consented to place the balance of the poles on the highway right of way, providing that in the event the highway is widened, or changed in the future, that the cost of again moving the power poles will be paid by the State Highway Commission. I consider this request fair, as the Idaho Power Company own their present right of way and should not be put to any expense in moving the line either now or at a future date.

The Idaho Power Company will proceed immediately with the construction of a temporary line, as they would have to do any how, if we will give them assurance that costs of any future moving would be borne by the Highway Department.

I will, therefore, appreciate your granting to me immediately, authority to assure the Idaho Power Company that

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 17 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Moving Idaho Power Company
pole line, Tunnel Section,
Old Oregon Trail, Baker Co.

Page #2

in the event it becomes necessary to move their power line from the right of way at some future date, the State Highway Commission will bear such expense.

In the mean while, we will continue our negotiations with Hans Benson for the right of way required for placing of poles and guys that can not be placed on the highway right of way.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:HA

cc R. H. Baldock

169-9

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 16, 1936.

SEP 17 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1906 - Berke Bros. Inc.

We are sending you under separate cover by express contracts in quadruplicate for the Tunnel Section on the Old Oregon Trail Highway in Baker County.

When the contracts have been signed by the commission, will you kindly return one copy for our records as is your usual custom.

For your information, we have deleted informational copy of railroad agreement on the copy which we have marked so that we could submit it to the bureau for rating.

Very truly yours,

BATES, LIVELY & PEARSON

~~By~~ Fred Reed.

GHG

Jim
mark this copy
for surety
[illegible]

169-9

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BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 10, 1936.

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1906 - Tunnel Section of Old Oregon Trail in Baker County

We have executed contracts covering the above project and which requires a separate indemnity agreement to be entered into with the Union Pacific. We have today conferred with the Union Pacific who advises us that their agreements will not be prepared until Monday.

Under the circumstances, we will hold the executed contracts in our office until satisfactory agrement between the contractors and the Union Pacific come into our possession at which time we will forward these contracts to you.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred Reed

FCR/GG

cc - Berke Bros., Inc.
Lithia Hotel
Ashland, Oregon

169-9

UNION PACIFIC RAILROAD COMPANY

September 3, 1936

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of August 31st, we are pleased to supply the following information concerning the contract recently awarded for the grading of the Tunnel Section of the Old Oregon Trail in Baker County:

Name of Contractor:	Burke Bros., Inc. (A corporation) 2815 S. E. Harrison St., Portland, Oregon.
	O. E. Burke, Pres., Portland, Oregon
	P. R. Burke, Vice-Pres., Portland, Oregon
	Wm. A. Burke, Sec.-Treas., Portland, Oregon
Date of Contract:	August 27th, 1936.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

August 31,1936

RECEIVED
SEP 1 1936
OREGON
STATE HIGHWAY [illegible]

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir: Attention Mr.Probert

Re your letter August 14th sending me a set of plans and specifications for the grading of the tunnel section of the Old Oregon Trail in Baker County:

As soon as contract has been awarded will you please advise us the following:

A. Official name of contractor, and whether a corporation, partnership or individual,and his address.

B. What will be the date of the State's contract.

With this information I can then draw up the usual indemnity agreement between the railroad and the contractor.

Yours very truly,

S MURRAY

169-9

August 28, 1936

Burke Bros., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

The Highway Commission at its meeting held on August 27, 1936, awarded you the contract for the construction of the Tunnel Section of the Old Oregon Trail, in Baker County, consisting of 1.16 miles of grading and the construction of two bridges. This award was based on your low bid of $125,681.50.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

Secretary

[illegible]

169-9

RECEIVED
OCT 28 1936
FOR FILING

August 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith copies of a letter sent to prospective bidders on the Tunnel Section, Federal Aid Project No. 169-G, which letter advises of the proximity of the railway tunnels on the main line of the Union Pacific Company, and to fully inform themselves of these conditions, etc., before submitting bids on the project.

While your letter of August 12th, 1936, suggests the insertion of a clause in the special provisions concerning this matter, we believe the general specifications, together with the agreement between the contractor and the railway company, will adequately cover the situation, and the enclosed letter calling the contractor's attention to the existing conditions is sufficient.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

Dist. by J. W. Nash/HR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.........

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 1 1936

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project 169-G, Tunnel Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

It is requested that copies be furnished this office of the right of way agreement with the Union Pacific Railroad, covering encroachments, so that they may be forwarded to our Regional Office.

Typographical errors in the P. S. & E. papers have been noted and corrected as follows:

The length of concrete handrail, item No. 27 of the bid schedule to 850 lin. ft. from 750 lin. ft. and the estimate of grading cost from $125,204.42 to $125,204.20.

It occurs to us that it would be desirable to add an insert sheet to the special provisions calling attention to the possibility of damaging the railroad tunnels while blasting in the adjacent rock cut and providing special control of such blasting over and above that included in the standard provisions. It is believed that such additional control would be sufficiently advantageous to justify the work and expense necessary to supplement the specifications.

Very truly yours,

W. H. Lynch

W. H. LYNCH
DISTRICT ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

AUG 29 1936
STATE [illegible]

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 169-G, the Tunnel section of the Old Oregon Trail, to Berke Bros. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

169-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of a copy of Notice to Contractors for projects on which bids willbe received August 27, 1936.

The first project, i.e., "Baker County, Tunnel Section of Old Oregon Trail," is shown as Federal Aid Project No. 169-B. This project should be shown as F.A.P. 169-G. The error was called to your representative's attention on August 12th, but apparently the correction has not been made.

We would suggest that the notices be corrected.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

Was OK in published notice.

169-J

Const
Projects
Primary

August 14, 1936

Mr. Sam Murray
Resident Engineer
Union Pacific Railway Co.
Portland, Oregon

Attention: Mr. Hal Roberts

Dear Sir:

For your information, we are today sending to you a set of the plans and specifications for the grading of the Tunnel Section of the Old Oregon Trail in Baker County.

You will be particularly interested in the provision which appears on Sheets 27 and 28 of the mimeographed special provisions, which provision requires the contractor to enter into an agreement with your Company, and to furnish a bond in the amount of $20,000 in support thereof.

You will note that we are including in the contract a copy of the agreement which the contractor will be required to execute, and a copy of the bond which he will be required to furnish. Please note, also, that we have included in the bond a provision concerning the length of time during which the bond will remain in effect. This clause was included at the request of your Attorney, Mr. Spencer.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

169-G

RECEIVED
OCT 28 1936
FOR FILING

August 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Tunnel Section, Federal Aid Project No. 169-G.

Five bid proposals and five sets of blue print plans are being sent under separate cover.

Your attention is called to the condition that the work covered by the specifications includes a non-participating section between Stations 1776+00 and 1778+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

Oregon State Highway Department Federal Aid Project No. 169-C

TUNNEL SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1936

Roadwork

All Required		Clearing and Grubbing		$ 500.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
76,400	cu. yds.	Common Excavation	0.23	17,572.00
134,700	cu. yds.	Solid Rock Excavation	0.60	80,820.00
420,000	yd. sta.	Overhaul	0.015	6,300.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
1.05	miles	Finishing Roadbed and Slopes	500.00	525.00
5,600	lin. ft.	Rounding Cutbanks	0.10	560.00
110	lin. ft.	18" Corr. Iron Pipe	2.50	275.00
250	lin. ft.	Salvaging Culvert Pipe	1.00	250.00
300	lin. ft.	Salvaging Guard Fence	0.10	30.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.60	900.00
1,000	yd. mi.	Hauling Salvaged Materials	0.15	150.00
600	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.25	150.00
6,800	cu. yds.	Gravel Topping	0.30	2,040.00
9,600	yd. mi.	Hauling Gravel Topping	0.15	1,440.00
150	M-Gal.	Sprinkling	2.00	300.00
			Subtotal	$ 113,822.00
			10% Engr. & Cont.	11,382.20
			Total	$ 125,204.42

Bridge No. 1781

330	cu. yds.	Structural Excavation	$ 3.00	$ 990.00
20	cu. yds.	Structural Excavation Below Plans	5.00	100.00
1,630	lin. ft.	Treated Piling	1.25	2,037.50
74	M-FBM	Treated Lumber	100.00	7,400.00
110	cu. yds.	Class "B" Concrete	20.00	2,200.00
175	cu. yds.	Class "D" Concrete	21.00	3,675.00
47,000	lbs.	Metal Reinforcement	0.055	2,585.00
40,000	lbs.	Structural Steel	0.07	2,800.00
570	lin. ft.	Concrete Handrail	3.00	1,710.00
				$ 23,497.50

Bridge No. 2203

170	cu. yds.	Structural Excavation	$ 3.00	$ 510.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
770	lin. ft.	Treated Piling	1.25	962.50
16	M-FBM	Treated Lumber	100.00	1,600.00
20	cu. yds.	Class "A" Concrete	21.00	420.00
90	cu. yds.	Class "B" Concrete	20.00	1,800.00
95	cu. yds.	Class "D" Concrete	21.00	1,995.00
27,000	lbs.	Metal Reinforcement	0.055	1,485.00
40,000	lbs.	Structural Steel	0.07	2,800.00
280	lin. ft.	Concrete Handrail	3.00	840.00
				$ 12,462.50

Subtotal	$ 35,960.00
10% Engr. & Cont.	3,596.00
Total	$ 39,556.00

Length of Roadway	1.048 miles
" " 2 Bridges	.077 "
Total Length	1.125 "
Cost per mile, Roadway	$119,469.86

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 125,204.42	$ 76,374.69	$ 48,829.73
Bridges	39,556.00	24,129.16	15,426.84
	$ 164,760.42	$ 100,503.85	$ 64,256.57

Const
Projects
Preliminary

July 28, 1936

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Old Oregon Trail
Baker County

Dear Sir:

We are sending you herewith a preliminary set of the plans for the Tunnel Section, for your convenience in furnishing the following information:

1. Show the location, size, length and type of all culvert pipes to be salvaged.
2. Show the location and lengths of all sections of guard fence to be salvaged.
3. Show the location of the diversion channel with reference to the center line of the highway, and furnish the typical section to which it is to be constructed.
4. Where are the borrow excavations to be made, and what class of material will be taken from them?
5. Inasmuch as the bridges are to be included with the grading contract, will it be advisable to include a bid item for hand-placed rock slopes at the bridge ends? If so, please furnish quantities and locations.

We plan to call for bids on this project August 27th, and would appreciate your prompt attention to these matters.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Virgil G. O'Neil
Office Assistant

VGO'N:ER
Encl.

CONTRACT# [redacted] 1907 SEE: CONTRACT #1642

1907 SEE: Contract 1642

CONTRACT# [redacted] 1908 SEE: CONTRACT# [redacted] 1783

34

1908 SEE: Contract 1783

CONTRACT # [redacted] 1908 [redacted]

123-B Redmond-Bend Sec., Unit #2 1936

#1908

#R1908

RECEIVED
DEC 1[illegible] 1937
FOR FILING
123-13

December 9, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1908 for the construction of the ~~Redmond-Bend~~ Section of The Dalles-California Highway in Deschutes County, has been completed by the contractors, Babler Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 18, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This not'ce is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $174,669.85, including the final payment. Of this amount $169.51, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 5 1937
FOR FILING
123-13

October 4, 1937.

U. S. Fidelity & Guaranty Company
Walter F. Cline, Agent
Bedell Building
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros. on Contract No. 1908 for the construction of the surfacing and bituminous macadam on the Redmond-Bend Section of The DallesOCalifornia Highway in Deschutes County. Payment will be made on or after October 14, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING
123-B

RECEIVED
AUG 31 1937
STATE HIGHWAY COMMISSION

August 30th
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pursuant to your request under date of June 21, 1937, we have conducted a permeability test on the Redmond-Bend section of the Dalles-California Highway, B-12 Oil Mat Surface treatment constructed by Babler Brothers under Contract 1908. Following is the listed results of the above mentioned tests:

Mile Post	Location			Time		No. C. C. Water Lost
124	1	Ft.	Rt.	1	Minute	1750
125	5	"	"	1	"	1990
126	3	"	Lf.	"	"	305
126	4	"	Rt.	"	"	4500
127	4	"	Rt.	"	"	160
128	1	"	Lf.	"	"	1995
129	5	"	Rt.	"	"	2285
130	6	"	Lf.	"	"	2025
131	1	"	Rt.	"	"	75
132	1	"	Lf.	"	"	67
133	5	"	Rt.	"	"	2375
134	4	"	Rt.	"	"	87
135	4	"	Lf.	"	"	350
136	6	"	Rt.	"	"	2115
137	4	"	Lf.	"	"	925
138	5	"	Rt.	"	"	5675

We are also enclosing herewith order for State Force Work for a second seal on this section, using O-31 Specifications providing for 0.20 gallon to square yard of RC-3 outback asphalt and 80 cubic yards of mineral aggregate per mile. A check of the authorized expenditures on this project shows a surplus in excess of the amount shown on the enclosed order. It is, therefore, questionable as to whether or not an additional authorization will be required.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By.
R. M. Smith

NOTED
State Highway Engineer

RMS:f

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible] VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1937
FOR FILING
123-13

RECEIVED
1937

August 16th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Concerning the Price Agreement on Babler Brothers' Contract No. 1908, Redmond-Bend Surfacing for 405.7 cubic yards of 2½" - 1½" rock.

We wish to advise that this is excess material left over from the contract. It was necessary for Babler Brothers to move this material from their stockpile site to a maintenance site acquired by the state. This excess material will be used as required in future Betterment and Maintenance.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-B-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 12 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 13 1937
FOR FILING
123-13

August 11th
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. M. G. Smith

Dear Sir:

Enclosed herewith is regular monthly estimate No. 8 on the Bend-Redmond Surfacing and Oiling Project 9-1108, Babler Brothers' Contract No. 1908. This estimate, with the exception of the State Force Work Order and unapproved Price Agreement, completely covers all items involved.

Semifinal estimate will be compiled and submitted, together with the supporting data, in the very near future.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

Encls.

cc-Mr. R. B. Gould

123A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	FULL RATE	☐
DAY LETTER	☒	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
AUG 9 1937
FOR FILING

COPY OF WESTERN UNION TELEGRAM

AUGUST 7,1937

file

E.E. CHANDLER
STATE HIGHWAY DEPRTMENT
BEND OREGON

BABLER COMPLAINING NO PARTIAL ESTIMATE WORK DONE TO JULY TENTH ON REDMOND BEND PROJECT STOP PLEASE RUSH WITHOUT WAITING FOR FINAL QUANTITIES.

R.H. BALDOCK

RECEIVED
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

123-C
1908

August 6, 1937

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 123-C, Redmond-Bend Section (Unit 3), The Dalles-California Hwy., Deschutes County, was made by a representative of this office on July 16, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

20

3 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 123-C,
Redmond-Bend

POST OFFICE BUILDING
PORTLAND, OREGON

February 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

HYpr 16250

Section C
Oregon Federal Aid Project No. 123

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 9, 1936, by the Oregon State Highway Commission, and on April 9, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Aid Project No. 123; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for extensions to the project between survey stations 459+90 and 564+68.3, 564+81.69 and 611+71.74, 611+90 and 626+28.28, and between survey stations 626+41.7 and 634+40, thereby increasing its length from 0.008 of a mile to 3.303 miles, to provide for the construction of a bituminous macadam wearing surface over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $6,990.50 to $45,696.00, and that the Federal funds approved and set aside to the credit of said Section C be increased from $4,264.20 to $27,880.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-seven thousand, eight hundred eighty and no/100 dollars ($27,880.00) as the share of the United States payable under said act on account of said Section C which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 459+90 at the south end of Sec. E. of said project in the west 1/2 of Sec. 26, T. 16 S., R. 12 E., W.M., and survey station 634+40 at the north end of Sec. B of said project in the NE 1/4 of Sec. 9, T. 17 S., R. 12 E., W.M., length 3.303 miles, in Deschutes County, being Section C of Oregon Federal Aid project No. 123, consisting of 3.303 miles of roadway and no bridges of more than 20 feet clear span."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section C shall not in any event exceed the sum of twenty-seven thousand, eight hundred eighty and no/100 dollars ($27,880.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-five thousand, six hundred ninety-six and no/100 dollars ($45,696.00), the approved total estimated cost of said Section C."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 23rd day of November, 1936, and the Secretary of Agriculture on the 6th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION
By Henry F. Cabell
Chairman, State Highway Commission
By E B Aldrich
Member, State Highway Commission
By
Member, State Highway Commission

SECRETARY OF AGRICULTURE
By O'Leary
Acting Chief, Bureau of Public Roads

Section C
Oregon Federal Aid Project No. 123

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 123-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 45,696.00 in lieu of the $[illegible] approved by Cert. of April 9, 1936. as the total estimated cost of said project, and the sum of $ 27,[illegible]/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of February one thousand nine hundred and thirty-seven.

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
FEB 15 1937
FOR FILING
123-C

February 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 8, 1937, we are sending, under separate cover, one set of blueprint plans for Unit No. 3, Redmond-Bend Section, Project No. 123-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 10 1937
STATE HIGHWAY COMMISSION

February 8, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been requested by our Washington Office to obtain a complete set of plans for Oregon Federal Aid Project 123-C, Unit 3 of the Redmond-Bend Section. This should include the entire alignment. Will you please mail us a set of plans at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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NOV 17 193[illegible]
FOR FIL[illegible]

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

NOV 1[illegible] 1936

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 123-C
Unit 3, Redmond-Bend Sec.,
The Dalles-California Hwy.

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

123-C

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. E. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Unit 3, Redmond-Bend Section, F. A. Project No. 123-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. M. Nash/GS

Encl.

Oregon State Highway Department **Federal Aid Project No. 123-C**

UNIT NO. 1, REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost- $ 34,547.67
NRH Funds - $ 34,526.42
Length of Roadwork- 3.303 miles

NEW WORK

Culverts

300	cu. yds.	Excavation	$ 2.00	$ 600.00
25	cu. yds.	Excavation Below Plans	3.00	75.00
15	cu. yds.	Class "A" Concrete	22.00	330.00
250	cu. yds.	Mortar Rubble Masonry	12.00	3,000.00
85	cu. yds.	Class "D" Concrete	22.00	1,870.00
9,600	lbs.	Metal Reinforcement	0.05	480.00
				$ 6,355.00

Surfacing & Bituminous Macadam

640	cu. yds.	Common Borrow	$ 0.30	$ 192.00
510	yd. mi.	Truck Haul	0.16	81.60
7,100	cu. yds.	Pit Run Gravel Surfacing	0.35	2,485.00
12,300	cu. yds.	Pit Run Cinder Surfacing & Shoulders	0.35	4,305.00
27,900	yd. mi.	Hauling Gravel Surfacing	0.12	3,348.00
31,400	yd. mi.	Hauling Cinder Materials	0.12	3,768.00
1,000	cu. yds.	Filler	0.25	250.00
1,000	yd. mi.	Hauling Filler	0.12	120.00
850	M-Gal.	Sprinkling	1.00	850.00
3.30	miles	Preparation of Base	100.00	330.00
4,250	cu. yds.	Mineral Aggregate in Place	2.75	11,687.50
316	tons	Asphalt in Place	21.00	6,636.00
54	tons	Emulsified or Cutback Asphalt	21.00	1,134.00
				$ 35,187.10

Subtotal	$ 41,542
10% Engr. & Cont.	4,154
Total	$45,696

Length	3.303 miles
Cost per mile	$ 13,834

Federal Aid Funds Requested- -	$ 27,880 (61%)
State Funds- -	17,816
	$ 45,696

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

123-C

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 3, Redmond-Bend Section, Federal Aid Project No. 123-C.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 123-C

UNIT NO. 3, REDMOND-BEND SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost- -	$ 34,547.67
NRH Funds -	$ 34,526.42
Length of Roadwork- -	3.303 miles

NEW WORK

Culverts (Contract Prices)

300	cu. yds.	Excavation	$ 2.00	$ 600.00
25	cu. yds.	Excavation Below Plans	3.00	75.00
15	cu. yds.	Class "A" Concrete	22.00	330.00
250	cu. yds.	Mortar Rubble Masonry	12.00	3,000.00
85	cu. yds.	Class "D" Concrete	22.00	1,870.00
9,600	lbs.	Metal Reinforcement	0.05	480.00
				$ 6,355.00

Surfacing & Bituminous Macadam

640	cu. yds.	Common Borrow	$ 0.30	$ 192.00
510	yd. mi.	Truck Haul	0.20	102.00
7,100	cu. yds.	Pit Run Gravel Surfacing	0.25	1,775.00
12,300	cu. yds.	Pit Run Cinder Surfacing and Shoulders	0.25	3,075.00
27,900	yd. mi.	Hauling Gravel Surfacing	0.12	3,348.00
31,400	yd. mi.	Hauling Cinder Materials	0.10	3,140.00
1,000	cu. yds.	Filler	0.40	400.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
850	M-Gal.	Sprinkling	1.50	1,275.00
3.30	miles	Preparation of Base	100.00	330.00
4,250	cu. yds.	Mineral Aggregate in Place	3.20	13,600.00
316	tons	Asphalt in Place	26.00	8,216.00
54	tons	Emulsified or Cutback Asphalt	30.00	1,620.00
				$ 37,273.00

Subtotal	$ 43,628.00
10% Engr. & Cont.	4,362.80
Total	$ 47,990.80

[illegible] DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
[illegible]

[illegible] 12, [illegible]

Length	3.303 miles
Cost per mile	$ 14,529.45

Federal Aid Funds Requested- -$ 29,274.38 (61%)
State Funds- 18,716.42

$ 47,990.80

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1936

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for the modification of Oregon Federal Aid project 123-C, Unit 3 of the Redmond-Bend Section, The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects, when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P. S. & E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for the modification of Oregon Federal Aid project 123-C, Unit 3 of the Redmond-Bend Section, The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects, when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P. S. & E. papers to allow us to make field inspection of the quarry.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
1 193

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 123-B

August 6, 1937

37
MISSION

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 123-B, Redmond-Bend Section (Unit 2), The Dalles-California Hwy., Deschutes County, was made by a representative of this office on July 16, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jrw

Form [illegible]

JUL 16 1937
OREGON
STATE HIGHWAY COMMISSION

123-B

GON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 10, 1937., 193

Section Redmond - Bend Section

Kind of work Surfacing & Bituminous Macadam.

Highway The Dalles-California

Section prefix 9-1108

Contractor Babler Bros.

Contract number 1908

Date of contract August 27, 1936., 193

Date of completion August 31, 1937, 193

Date work started Sept. 4, 1936., 193

Estimated date of completion Complete, 193

Amount of contract $ 168922.00

Per cent of time elapsed 85.9% %

Estimated cost of completed project, exclusive of engineering $ 174,200.

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 6857.00, 3.95 %

Date project was completed July 9, 1937., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was completed Friday morning, July 9th. Latter part of the operation consisted on shoulder construction and clean-up. General results of the operation appear very satisfactory.

Project was opened for traffic under restricted conditions on Saturday afternoon July 3rd.

FINAL CONSTRUCTION REPORT.

RECEIVED
JUL 16 1937

NOTED
H. N. HACKETT

Signed
Resident Engineer.

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				15	
Miles partially completed				-	
Miles completed				15	
Total estimated quantities				19300	
Estimated quantities moved or placed to date				complete	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				8	
Average force on project for week				33	

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers 0, Crushing or screening plants 0,

Compressors 0, Bull dozers 0, Sheet-foot rollers 0,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Good weather all week. No delays.		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 7 1937
FOR FILING

123-B

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Gentlemen:

In response to your inquiry of July 1st you are advised that the Babler Bros., Contract No. 1908, Redmond-Bend Section in Deschutes County, will probably be completed about July 31, 1937. This contract was approximately 95% complete on June 10th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1908

O.F. O.F.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
1937
STATE HI

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Babler Brothers
Contract No. 1908

Our records indicate that this job was originally set for completion approximately August 31, 1936. However, it appears that the completion date has been extended and will you, therefore, give us the present estimated completion date.

Kindly tell us the approximate percentage of the work that has been finished.

For your convenience a stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

E - $160,171.06 - to June 10th

Aug. 31, 1937
95%

FORM 5-3-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 21 1937

FOR FILING
123-

NOTED
Q.B. McCullough

June 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding to you herewith a communication received under date of June 10th, from Babler Bros., confirming their offer to place the second seal on the B-12 oil mat, Redmond-Bend section of The Dalles California Highway, at the unit bid prices for mineral aggregate and cutback asphalt as set up in their present contract No. 1908; Please refer to our conference with Mr. Yocum while here on your recent inspection trip.

An inventory of the excess materials which will be left upon completion of the work as specified in the original contract consists of 800 cubic yards of 1/2"-0 and 700 cubic yards of 1/4"-0 and approximately 60 cubic yards of 1/2"-1/4". There is also 3000 cubic yards of 1/2"-1/4" rock stockpiled for future maintenance, a portion of which could be used. However, the contractor informs us that he has based his offer on the hope that most of the excess materials above listed, would be incorporated in the work thereby receiving a better price and recovering a large portion of the cost of its production.

The revised oiling specification for 1937 calls for 0.375 gal. of 85+ per square yard with 105 cubic yards of mineral aggregate per mile in the first seal; and 0.25 gal. of cutback (or emulsion) per square yard with 117 cubic yards mineral aggregate per mile in the second seal. As this work is being completed under the 1936 specification which calls for but one seal of 0.45 gal. of 85+ with 141 cubic yards of mineral aggregate per mile, we are recommending that the proposed second seal be constructed of 0.20 gal.

of R.C. 3 (or emulsion), with approximately 100 cubic yards of mineral aggregate per mile; this would place an additional cost on the project in the amount of approximately $7200.00. A check of the anticipated expenditure of the completed contract shows a surplus of $6200.00. The construction of this second seal would therefore require an increased authorization of approximately $1000.00.

The contractor advises that this seal can be started immediately following the work now nearing completion or taken care of some time this fall. As his 1937 program involves the oiling of several other state projects, on which he is now endeavoring to work out a satisfactory schedule; he is anxiously awaiting your early decision concerning this matter.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/c
encl.
cc Mr. R. H. Baldock
cc Babler Bros.
cc Mr. R. B. Gould

RECEIVED
FEB 23 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 123-B,
Redmond-Bend

February 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Tron

Section B
Oregon Federal Aid Project No. 123

Appr 14120

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 25, 1933, by the Oregon State Highway Commission, and on February 14, 1933, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on February 25, 1936, by the said State Highway Commission, and on April 9, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Federal Aid Project No. E 123, hereafter to be known and designated as Section B of Oregon Federal Aid Project No. 123; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of a bituminous macadam wearing surface over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $24,015.42 to $52,532.92, and that the Federal funds approved and set aside to the credit of said Section B be increased from $8,192.30 to $25,588.72;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section

B be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-five thousand, five hundred eighty-eight and 72/100 dollars ($25,588.72) as the share of the United States payable under said act on account of said Section B, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraphs (b) and (c) of Article III shall be and are hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section B shall not in any event exceed the sum of twenty-five thousand, five hundred eighty-eight and 72/100 dollars ($25,588.72), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-two thousand, five hundred

thirty-two and 92/100 dollars ($52,532.92), the approved total estimated cost of said Section B."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 21st day of November, 1936, and the Secretary of Agriculture on the 6th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section B
Oregon Federal Aid Project No. 123

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 123-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 52,532.92 in lieu of the $8,192.30 approved by Cert. of Apr. 9, 1936 as the total estimated cost of said project, and the sum of $ 25,588.72/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of February one thousand nine hundred and thirty-seven.

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4650

FORM 2-5-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

X

RECEIVED
DEC 17
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

December 15th
1936

173 13

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W. G. Smith

Dear Sir:

Concerning bituminous macadam materials that are being stockpiles under Babler Brothers' Contract #1908 on the Dalles-California Highway, btween Bend and Redmond, wish to advise as follows:

This material has been giving considerable trouble for the last month. The first tests made were satisfactory. These represented by the first sample sent to Salem. I will confess that I have not given much attention to them. I have looked at the piles several times and from appearance the rock looked good. In fact, better than I had expected from that quarry, so was satisfied, and did not look carefully into tests.

As soon as I got your letter, Mr. Gould and myself made a careful check of the plant and for three days Gould tested constantly, with the plant down most of the time. Conley had a screen expert down who told Conley that the rock could not be screened as required, but I could not see why. Martin Conley then said the only reason he could see was different kinds of rock in the quarry itself. I checked this and found it to be true. The east one half of the quarry is almost entirely rock of fine tight liminations. This appears also in small streaks throughout the quarry. These limations do not break down in the 2-1/2 - 1-1/4 material, and this size is nearly perfect as to grading and is very cubical in shape. In the other sizes, however, these liminations begin to break down into thin chips and spears. The balance of the quarry breaks cubical.

Now, Babler Brothers use square screens as is permisted corresponding to the circular screen. Many thin chips will pass the square screen corresponding to the equivalent 3/4 and 1/2 circular that will not pass the 3/4 and 1/2 circular. This is not true in the part of the quarry that breaks cubical.

NOTED
State Highway Engineer

Mr. Gould said many times he would check the material and it would be okay but an hour later it would be off. They thought it was due to trying to pass too much over the screen, or not having the screen at right slope. By experiment they found that overloading did not effect the resulting product, nor did the slope. It is impossible to get the material within the 10% tolerance within ordinary means.

Since the receipt of your letter and the resulting investigation of the plant, the contractor changed size of screens for 3/4 - 1/2 material and stockpiled for rescreening the 1/2 - 1/4.

I feel that the material should be accepted as I am certain of the above conditions and also that the 3/4 - 1/2 and 1/2 - 1/4 will run about 15% over the specified sizes instead of the 10% tolerance given in the contract.

I think think this is rather an unusual condition and would suggest that the grading in the specification be made by square screens instead of circular. The whole trouble in this case is due to using a square screen for manufacture of the rock and a circular for testing. There could be no trouble if square screens were used all the time or round used all the time.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

RECEIVED
NOV 25 1936
FOR FILING

123-B

November 24, 1936

Mr. C. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Unit No. 2, Redmond-Bend Section, F. A. Project No. 123-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
NOV 16 [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP. 123-B, Redmond-Bend Sec.of The Dalles-Calif.Hwy.

NOV 11 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. [illegible] Caufield
Highway Engineer

Ino

123-B

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Unit 2, Redmond-Bend Section, F. A. Project No. 123-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GG

Encl.

Oregon State Highway Department Federal Aid Project No. 123-B

UNIT NO. 2, REDMOND-BEND SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost- -	$ 20,566.92
Regular Federal Aid -	$ 6,088.72
Emergency Construction Funds- - - - - - - - - - - - - - - -	$ 14,207.00
Length- -	2.441 miles

NEW WORK

Culvert (Sta. 717+42 to 717+62) (Contract Prices)

90	cu. yds.	Excavation	$ 2.00	$ 180.00
8	cu. yds.	Excavation Below Plans	3.00	24.00
165	cu. yds.	Mortar Rubble Masonry	12.00	1,980.00
30	cu. yds.	Class "D" Concrete	23.00	690.00
5,800	lbs.	Metal Reinforcement	0.045	261.00
				$ 3,135.00

Surfacing & Bituminous Macadam

850	cu. yds.	Common Borrow	$ 0.30	$ 255.00
530	yd. mi.	Truck Haul	0.16	84.80
11,800	cu. yds.	Pit Run Gravel Surfacing	0.35	4,130.00
1,600	cu. yds.	Pit Run Cinder Surfacing & Shoulders	0.35	560.00
34,400	yd. mi.	Hauling Gravel Surfacing	0.12	4,128.00
4,800	yd. mi.	Hauling Cinder Materials	0.12	576.00
1,300	cu. yds.	Filler	0.25	325.00
1,300	yd. mi.	Hauling Filler	0.12	156.00
1,050	M-Gal.	Sprinkling	1.00	1,050.00
2.44	miles	Preparation of Base	100.00	244.00
3,150	cu. yds.	Mineral Aggregate in Place	2.75	8,662.50
234	tons	Asphalt in Place	21.00	4,914.00
40	tons	Emulsified or Outback Asphalt	21.00	840.00
				$ 25,925.30

Subtotal	$ 29,060
10% Engr. & Cont.	2,906
Total	$ 31,966

Length	2.441 miles
Cost per mile	$ 13,095

Federal Aid Funds Requested -	$ 19,500 (61%)
State Funds -	12,466
	$ 31,966

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

123-B

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 2, Redmond-Bend Section, Federal Aid Project No. 123-B.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

#1908

Oregon State Highway Department Federal Aid Project No. 123-B

UNIT NO. 2, REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost- -	$ 20,566.92
Regular Federal Aid -	$ 6,088.72
Emergency Construction Funds- - - - - - - - - - - - - - - - - -	$ 14,207.00
Length- -	2.441 miles

NEW WORK

Culvert (Sta. 717+42 to 717+62) (Contract Prices)

90	cu. yds.	Excavation	$ 2.00	$ 180.00
8	cu. yds.	Excavation Below Plans	3.00	24.00
165	cu. yds.	Mortar Rubble Masonry	12.00	1,980.00
30	cu. yds.	Class "D" Concrete	23.00	690.00
5,800	lbs.	Metal Reinforcement	0.045	261.00
				$ 3,135.00

Surfacing & Bituminous Macadam (Estimated Prices)

850	cu. yds.	Common Borrow	0.30	$ 255.00
530	yd. mi.	Truck Haul	0.20	106.00
11,800	cu. yds.	Pit Run Gravel Surfacing	0.25	2,950.00
1,600	cu. yds.	Pit Run Cinder Surfacing and Shoulders	0.25	400.00
34,400	yd. mi.	Hauling Gravel Surfacing	0.12	4,128.00
4,800	yd. mi.	Hauling Cinder Materials	0.10	480.00
1,300	cu. yds.	Filler	0.40	520.00
1,300	yd. mi.	Hauling Filler	0.20	260.00
1,050	M-Gal.	Sprinkling	1.50	1,575.00
2.44	miles	Preparation of Base	100.00	244.00
3,150	cu. yds.	Mineral Aggregate in Place	3.20	10,080.00
234	tons	Asphalt in Place	26.00	6,084.00
40	tons	Emulsified or Cutback Asphalt	30.00	1,200.00
				$ 28,282.00

Subtotal	$ 31,417.00
10% Engr. & Cont.	3,141.70
Total	$ 34,558.70

#1408

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

[illegible]
[illegible]

[illegible]
PORTLAND, OREGON

August [illegible], 1936.

Length	2.441 miles
Cost per mile	$ 14,157.59

Federal Aid Funds Requested- -	$ 21,080.80 (61%)
State Funds- -	13,477.90
	$ 34,558.70

[illegible],
[illegible],
[illegible].

Dear [illegible]:

P. S. & E. documents for the [illegible] of [illegible] project [illegible]-B, [illegible] of the [illegible] have today been [illegible] and approved, subject to final review [illegible]. This is your authority for [illegible].

[illegible] projects, when a [illegible] as the [illegible] for emergency [illegible], it will be [illegible] make [illegible] of the [illegible].

[illegible],

[illegible]

#1 [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1936

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for the modification of Oregon Federal Aid project 123-B, Unit 2 of the Redmond-Bend Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects, when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P. S. & E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

8

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for the modification of Oregon Federal Aid project 123-B, Unit 2 of the Redmond-Bend Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects, when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P. S. & E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 401 P. 8-36 5M

#1908

123-13

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

October 21, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BABLER BROTHERS
Oregon City, Oregon

We are advised that Babler Bros. have been awarded a contract on the highway between Redmond and Bend, Oregon, in the nature of grading and surfacing.

We anticipate furnishing the petroleum products on this operation and will appreciate your completing the attached Contractor Questionnaire and returning to this office in the enclosed business reply envelope.

Thanking you kindly, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encl

Seattle 19 2-7-36 10M

12 3 B

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENT
RAINIER BUILDING, 208 MARION STREET
SEATTLE, WASH.

September 2, 1936

RECEIVED
SEP 3 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Contract No. 1908 - Babler Bros., DesChutes County: Redmond-Bend Section of The Dalles-California Highway.

We are sending you under separate cover four copies of the contract and bond in the above case, which have been signed by these contractors and ourselves on behalf of the United States Fidelity & Guaranty Company. We will appreciate it very much indeed if you will forward the Bonding Company's copy of this contract to our office.

Trusting the papers will be found in proper form, we are

Very truly yours,

McCOLLISTER & CAMPBELL, Inc.,

By D H McCollister

DHM-s

U S F & G
FORTIETH
YEAR

CONTRACT #1909

FA 196-D Storm Cr.-Lamb Cr. Sec., 1936
Santiam Hwy.
1909

P H BALDOCK

Jan. 15th, 1938

RECEIVED
FEB 15 1938
FOR FILING

196-8

NOTED
State Highway Engineer

COST ANALYSIS - - - FINAL REPORT
South Santiam Highway - Storm Creek-Lamb Creek Section
Contract 1909 Prefix 22-1012
Berke Bros., Contractors
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$5,938.35	All			$4,000.00
Falling Danger Trees	467.00	721.1 sq. ft.	0.647	1.00	721.10
Trench Excavation	657.20	667.57 cu. yd.	0.985	2.00	1,335.14
Common "	14,783.67	91,368 cu. yd.	0.162	0.40	36,547.20
Solid "	28,960.87	65,818.8 cu. yd.	0.44	0.40	26,327.52
Overhaul	1,571.58	96,280 yd. sta.	0.012	0.01	962.80
Truck Haul	514.04	2,395 yd. mi.	0.214	0.18	431.10
Finishing Roadbed & Slopes	610.40	1.08 Miles	565.18	250.00	270.00
Rounding Cutbanks	454.10	5,142.3 lin. ft.	0.088	0.10	514.23
9" Perf. Corr. Iron Pipe	417.86	400 " "	1.045	1.20	480.00
18" C.I.P. Prot. Invert	1,803.56	894 " "	2.01	2.00	1,788.00
24" " " "	268.55	94 " "	2.85	3.00	282.00
Rock Backfill in Drains	102.55	41.11 cu. yd.	2.49	3.00	123.33
Class D Concrete	2,798.68	127.37 cu. yd.	21.97	30.00	3,821.10
Metal Reinforcement	1,130.62	20,474.8 lb.	0.055	0.06	1,228.49
Selected Roadbed Topping	1,190.13	6,999.5 cu. yd.	0.17	0.25	1,749.88
Hauling " "	1,699.25	15,643 yd. mi.	0.108	0.18	2,815.74
Slide Excavation PA #1	553.17	1,448.1 cu. yd.	0.38	0.40	579.24
Force Account	583.45				573.45
Cement Adjustment					- 61.41
	~~$84~~ 64,504.99				$84,488.89

Gross Revenue	$84,488.89
Total Cost	64,504.99
Net Profit	$19,987.90

Net Profit Equals 23.6% of Gross Revenue

Storm Creek-Lamb Creek Section

Detail of Cost

Labor:

Labor	$20,014.20	
Supervision	2,513.53	
State Industrial Accident Insurance	1,464.11	
Social Security & Unemployment Insurance 2% - 1936 3% - 1937	564.76	
		$24,556.60

Materials:

9" Perf. C.I.P.	400	lin. ft. at 0.801	320.40	
1 - 6° & 1 - 12° elbow	2	each at 3.862	7.73	
9" Bands	19	at 1.089	20.69	
18" C.I.P. Prot. Inv.	894	lin. ft. at 1.449	1,295.41	
18" Bands	44	at 2.007	88.31	
24" C.I.P. Prot. Inv.	94	lin. ft. at 2.277	214.04	
24" Bands	3	at 2.502	7.51	
Sand for Box Culvert	102	cu. yd. at 1.50	153.00	
Rock " " "	134	cu. yd. at 0.75	100.50	
Cement	211.25	bbl. at 2.86	604.18	
Haul on Box Culvert Materials		from Sweet Home	548.95	
Reinforcing Steel	20,000	lb. at 0.03767 Del'd	753.41	
				4,114.13

Supplies:

Equipment Rental	20,869.07	
Hired Trucks	89.94	
Gas, Oil & Grease	5,400.84	
Explosives	3,800.09	
Small Tools & Miscellaneous Supplies	2,640.52	
Bond 1% of Gross Revenue	844.89	
Lumber for Box Culvert & Camp	348.92	
Move In and Out	927.19	
Freight & Cartage	67.80	
Overhead	845.00	
		35,834.26

Total Expense	$64,504.99

[illegible] Creek Lamb Creek Section

REMARKS:

This contract was bid and awarded August 27th, 1936, and completed November [illegible], 1937. The completion date was set at October 31st, 1937, but due to time lost on clearing due to fire restrictions and an additional item of slide removal the necessary extension of time was granted without penalty.

The right of way had been cleared by relief crews in 1935, and the work to be done consisted of about [illegible] acres of grubbing or low cutting of stumps and 1.00 acres of clearing and grubbing where the right of way was widened. Fire restrictions were not removed until December 1st. Clearing was started December [illegible], and halted January [illegible], because of 30 inches of snow. Clearing was resumed on March 1st, although there was still about 2 feet of snow. The large loss is due to a low bid, adverse weather conditions and high overhead during winter months. A small two drum gas hoist on a sled and a 60 h.p. cat and dozer were used.

Grading was begun May [illegible], and completed October [illegible]. Little was accomplished before June [illegible], as the ground was very wet. The work was done with a [illegible] cu. yd. shovel, 2 - 75 h.p. cats and dozers, 1 - 60 h.p. cat and dozer, 1 - [illegible] scraper, 1 - [illegible] scraper, 1 - [illegible] truck and 2 - [illegible] trucks, [illegible] trucks and a [illegible]. A [illegible] compressor and a [illegible] were used for drilling.

Most of the common was moved with cats and dozers or scrapers. Cost of the common was increased slightly by the difficulty of moving about 1,500 cu. yd. of very wet blue clay that was encountered in the bottom of one cut. A shovel and trucks were used on the clay, and it was necessary to have a 75 h.p. cat and dozer push this material in place after the trucks had dumped it at the edge of the fill.

[illegible] broke well when shot with about [illegible] of powder per cu. yd. [illegible] approximately 15,000 cu. yd. [illegible] the cost [illegible].

The cost of the [illegible] culvert was increased about [illegible] when the walls [illegible] were [illegible] by rock rolling down the side of the [illegible] fill.

[illegible] was taken from a [illegible] miles [illegible] of the [illegible]. [illegible] the cost down.

[illegible]

[illegible]

[illegible]
[illegible]

[illegible]

Storm Creek-Lamb Creek Section

REMARKS:

This contract was bid and awarded August 27th, 1936, and completed November 7th, 1937. The completion date was set at October 31st, 1937, but due to time lost on clearing due to fire restrictions and an additional item of slide removal the necessary extension of time was granted without penalty.

The right of way had been cleared by relief crews in 1935, and the work to be done consisted of about 6.0 acres of grubbing or low cutting of stumps and 1.63 acres of clearing and grubbing where the right of way was widened. Fire restrictions were not removed until December 1st. Clearing was started December 28th, and halted January 16th, because of 30 inches of snow. Clearing was resumed on March 1st, although there was still about 2 feet of snow. The large loss is due to a low bid, adverse weather conditions and high overhead during winter months. A small two drum gas hoist on a sled and a 40 h.p. cat and dozer were used.

Grading was begun May 8th, and completed October 23rd. Little was accomplished before June 15th, as the ground was very wet. The work was done with a 1¼ cu. yd. shovel, 2 - 75 h.p. cats and dozers, 1 - 40 h.p. cat and dozer, 1 - 12-yard scraper, 1 - 10-yard scraper, 1 - 8-yard truck and 3 - 5-yard trucks, 4 - 2-yard trucks and a ripper. A Gardner Denver 410 compressor and a Schramm 220 compressor were used for drilling.

Most of the common was moved with cats and dozers or scrapers. Cost of the common was increased slightly by the difficulty of moving about 1,500 cu. yd. of very wet blue clay that was encountered in the bottom of one cut. A shovel and trucks were used on the clay, and it was necessary to have a 75 h.p. cat and dozer push this material in place after the trucks had dumped it at the edge of the fill.

The solid drilled fair and broke well when shot with about 0.6 lb. of power per cu. yd. Side casting of approximately 15,000 cu. yd. with bulldozers lowered the cost considerably.

The cost of the 3' x 3' box culvert was increased about $100 when the walls on the west side were broken by rock rolling down the side of the 50-foot fill.

Topping was taken from a talus slide 1.85 miles west of the west end of the project. Easy loading and a good hauling road kept the cost down.

Little was made on the price agreement for slide excavation because of the distance between the slides.

This contract shows an excellent profit due to proper equipment, excellent supervision, a fair bid and good weather. Side casting or a very short haul on approximately 30,000 cu. yds. of material also was a factor in the low cost of excavation.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

196-D

RECEIVED
JAN 3 1938
FOR FILING

#1909

January 3, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1909 for the construction of the Storm Creek-Lamb Creek Section of the Santiam Highway in Linn County, has been completed by the contractors, Berke Bros.Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after January 13, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $84,488.89, including the final payment. Of this amount $573.43 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 17 1937
FOR FILING
196-D

#1909

December 16, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Barke Bros., on Contract No. 1909, for the construction of the Storm Creek-Lamb Creek Section of the Santiam Highway in Linn County. This payment will be made on or after December 27, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

196 D

For Week Ending Dec 11, 1937

Section Storm Creek - Lamb Creek

Kind of work Grading

Highway Santiam

Section prefix 22-1012

Contractor Berke Bros Inc

Contract number 1909

Date of contract Aug 27, 1936

Date of completion Oct 31, 1937

Date work started Dec 28, 1936

Estimated date of completion ...., 193...

Amount of contract $ 84,260

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 84,488.89

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $ 5850., 6.87 %

Date project was completed Nov 7, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman, Brown completed final estimate Saturday and it will be delivered to Salem office Monday.

Camp debris has been cleaned up in good shape by the contractor.

RECEIVED
DEC 13 1937

NOTED
H. W. LIBBY

RECEIVED
DEC 13 1937
DIVISION ENGINEER

NOTED
[illegible]

H. D. SMITH

Signed J. C. Chapman
J. C. Chapman

Address Cascadia, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 13 1937
FOR FILING

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

196-[illegible]

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 196-D, Storm Creek-Lamb Creek section, Santiam Highway, was made by a representative of this office on November 8, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

196-G

November 29, 1937.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

May we have your concurrence in the extension of time of Burke Bros., Contract #1909, Storm Creek-Lamb Creek Section of the Santiam Highway, F. A. Project 196-G, from Oct. 31, 1937 to Nov. 15, 1937, without penalty.

The contract was awarded on August 27, 1936, but the contractor did not get started until December 28th, as the Forest Service would not issue permits for burning until after the first week in December. Because the contractor was held up by circumstances beyond his control, we recommend that extension be granted without penalty.

The contractor was further held up in removing slide from adjacent section along with the work on his own section.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
[illegible] 1937
126-9

November 16, 1937

IN REPLY PLEASE REFER TO FILE NO.
22-1012

NOTEL
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With reference to the request of Berke Brothers for an extension of time on their contract No. 1909, Storm Creek-Lamb Creek Section of the Santiam Highway in Linn County, to November 15th, I wish to comment as follows:

The contract time limit was October 31st. All work on the main contract was completed November 7th. During a portion of this time, however, between November 1st and November 7th and for the remainder of the time to November 13th, the contractor was busy removing slides on the adjacent section on a previous contract.

It is recommended that the time extension be granted without penalty, as the increased time was caused by this slide removal. The main contract, consisting of clean-up, was delayed by the slide removal work outside of his main contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

#1909

RECEIVED
NOV 17 1937
FOR FILING

196-D

November 13, 1937

Berke Brothers, Inc.,
2915 S. E. Harrison St.,
Portland, Oregon.

Attention: Mr. O. E. Berke, Pres.

Gentlemen:

Receipt is acknowledged of your letter of November 6th requesting an extension of time of two weeks on your contract No. 1909, Storm Creek-Lamb Creek Section of the Santiam Highway in Linn County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to F. D. Eason.

Mr. Eason:

Please advise of your recommendations.

H. B. Glaisyer.

1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 25 1937
FOR FILING
79[illegible]

October 18, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a Price Agreement covering the removal and disposition of slides on the South Santiam Highway on the several projects west of the present Berke contract.

In previous contracts we had provided for slide removal in the operating contract covering materials in slides on the previously completed contracts. This provision does not appear in this contract, but the work should be done at this time while a shovel and equipment are available. The price is reasonable and the material can be disposed of to advantage in building up the settled shoulders that should be taken care of. The contract is underrunning some $2,000.00 so there is ample money provided to care for this work.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

RH BALDOCK

RECEIVED
OCT 26 1937
FOR FILING
196-D

NOTED
State Highway Engineer

Cost Analysis to October 15, 1937
South Santiam Highway, Storm Creek-Lamb Creek Section
Contract 1909, Prefix 22-1012
Berke Bros., Contractors J. C. Chapman, Res. Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$5,900.52	95%		$4,000.00	$3,800.00
Felling Danger Trees	418.48	721.1 sq. ft.	0.58	1.00	721.10
Trench Excavation	593.92	603 cu. yd.	0.98	2.00	1,206.00
Common "	13,931.78	87,430 cu. yd.	0.16	0.40	34,972.00
Solid "	25,935.82	59,778 cu. yd.	0.43	0.40	23,911.20
Overhaul	1,549.32	99,000 yd. sta.	0.016	0.01	990.00
Truck Haul	522.42	2,500 yd. mi.	0.21	0.18	450.00
Finishing Roadbed & Slopes	227.66	0.5 Mile	455.32	250.00	125.00
Rounding Cutbanks	422.42	4,500 lin. ft.	0.09	0.10	450.00
9" Perf. C.I.P.	416.12	398 lin. ft.	1.05	1.20	477.60
18" C.I.P. Prot. Inv.	1,611.92	800 lin. ft.	2.01	2.00	1,600.00
24" " " " " "	285.71	94 lin. ft.	3.03	3.00	282.00
Rock Backfill in Drains	62.30	20 cu. yd.	3.11	3.00	60.00
Class D Concrete	2,530.72	127 cu. yd.	19.93	30.00	3,810.00
Metal Reinforcement	1,108.42	20,000 lbs.	0.055	0.06	1,200.00
Selected Roadbed Topping	544.03	2,488 cu. yd.	0.22	0.25	622.00
Hauling " "	741.39	5,027 yd. mi.	0.15	0.18	904.86
Force Account	537.70				528.26
	$57,340.65				$76,110.02

Gross Revenue	$76,110.02
Total Cost	57,340.65
Net Profit	$18,769.37

Net Profit Equals 25% of Gross Revenue

Cost Analysis to October 15th, 1937
North Santiam Highway Storm Creek-Lamb Creek Section
Contract 1909 Prefix 22-1012

Berke Bros., Contractors J. C. Chapman, Resident Engineer

Detail of Cost

Labor:

Labor	$17,105.27	
Supervision	2,110.35	
State Industrial Accident Insurance	1,248.97	
State Unemployment Insurance	384.31	
Social Security	192.16	
		$21,041.06

Materials:

9" Perf. C.I. Pipe	398	lin. ft. at 0.801	318.80	
9" Bands	19	each at 1.332	25.31	
18" C.I.P. Prot. Inv.	800	lin. ft. at 1.50	1,200.00	
18" Bands	39	each at 2.08	81.12	
24" C.I.P. Prot. Inv.	94	lin. ft. at 2.35	220.90	
24" Bands	4	each at 2.59	10.36	
Sand for Box Culvert	102	cu. yd. at 1.50	153.00	
Rock " " "	134	cu. yd. at 0.75	100.50	
Cement " "	223	bbls. at 2.84	633.64	
Reinforcing Steel	20,000	lbs. at 0.0358	716.00	
Haul on Box Culvert Mat'ls from Sweet Home			548.95	
				4,008.58

Supplies:

Equipment Rental	14,789.00	
Powder	5,653.48	
Bas, Oil & Grease	4,246.00	
Small Tools & Misc. Supplies	2,335.77	
Repairs	1,796.81	
Freight & Cartage	1,156.08	
Bond 1% of Gross Revenue	761.10	
Overhead	749.10	
Camp and Office Expense	454.75	
Lumber	348.92	
		32,291.01
Total Expense		$57,340.65

Storm Creek-Lamb Creek
Contract 1909 Prefix 22-1012
Berko Bros., Contractors J. C. Chapman, Resident Engineer

REMARKS:

This contract was bid and awarded August 27, 1936. Clearing was started December 29, 1936, and grading May 8, 1937. No work was done from January 23rd to March 1st, due to snow. Because of intermittent rains little grading was done before July 1st.

Clearing shows a loss mainly due to carrying supervision through the winter. The right of way had been previously cleared, and the work for the contractor consisted of grubbing or low cutting stumps and some widening of the right of way. A small gas hoise on sleds and a 40 H.P. cat and dozer were used.

Grading was done with a 1¼ cu. yd. shovel, 1-8 cu. yd. truck, 3-5 cu. yd. trucks, 4-2 cu. yd. trucks, 2-75 H.P. cats and dozers, a 40 H.P. cat and dozer and 1-10 cu. yd. Isaacson scraper. A Gardner Denver 5 hammer compressor and a Schramm 2 hammer compressor are used for drilling.

Two 80hr. shifts per day have been worked with the equipment, and the average daily production since starting the shovel on July 19th, has been 1,600 cubic yards. This contract should be finished on the completion date (October 31st) as there remains but 8,800 cubic yards of excavation, 2,400 cubic yards of topping, some clearing and other miscellaneous work. The work is 90% complete with 97% of the time elapsed.

The job shows a nice profit due mainly to good supervision. Side casting of approximately 35,000 cubic yards of material with cats and dozers lowered the cost of excavation considerably.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

R. H. Baldock ✓

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Cost Analysis to August 15, 1937
South Santiam Highway, Storm Creek-Lamb Creek Section
Grading & Topping
Contract 1909, Prefix 22-1012

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$5,900.67	95%		$4,000.00	$3,800.00
Felling Danger Trees	418.48	721.1 sq. ft.	0.58	1.00	721.10
Trench Excavation	595.98	603.0 cu. yd.	0.988	2.00	1,206.00
Common "	8,621.77	58,790 cu. yd.	0.147	0.40	23,516.00
Solid "	4,237.92	9,188 cu. yd.	0.461	0.40	3,675.20
Overhaul	491.87	48,500 sta. yd.	0.011	0.01	485.00
Truck Haul				0.18	
Finishing Roadbed & Slopes	905.04			250.00	
Rounding Cutbanks	125.84	1,500 lin. ft.	0.084	0.10	150.00
9" Perf. Corr. Iron Pipe	442.11	398 lin. ft.	1.111	1.20	477.60
18" C.I.P. Prot. Inv.	1,693.66	800 lin. ft.	2.117	2.00	1,600.00
24" " " " " "	282.04	94 lin. ft.	3.00	3.00	282.00
Rock Backfill in Drains	62.37	20 cu. yd.	3.118	3.00	60.00
Class D Concrete	2,747.95	127 cu. yd.	21.637	30.00	3,810.00
Metal Reinforcement	1,158.44	20,000 lbs.	0.058	0.06	1,200.00
Selected Roadbed Topping				0.25	
Hauling Roadbed Topping				0.18	
Force Account	511.63				483.62
	$28,195.77				$41,466.52

Gross Earned	$41,466.52
Total Cost	28,195.77
Net Profit	$13,270.75

Net Profit Equals 32.0% of Gross Earned

NOTED

Cost Analysis to July 15, 1937

North Santiam Highway — Storm Creek-Lamb Creek Section
Contract 1209 — Prefix 22-1012

Berke Bros., Contractors
J. C. Chapman, Resident Engineer

Detail of Cost

Labor:

Labor	$9,708.73	
Supervision	1,326.60	
State Industrial Accident Insurance	717.29	
State Unemployment Insurance	220.71	
Social Security	110.35	
		$12,083.68

Materials:

9" Perf. Corr. Iron Pipe	398	lin. ft. at 0.881	$350.64	
9" Bands	19	at 1.332	25.31	
18" C.I.P. Prot. Inv.	800	lin. ft. at 1.50	1,200.00	
18" Bands	39	at 2.08	81.12	
24" C.I.P. Prot. Inv.	94	lin. ft. at 2.35	220.90	
24" Bands	4	bands at 2.59	10.36	
Sand for box culvert	64	cu. yd. at 1.50	96.00	
Rock " " "	130	cu. yd. at 0.75	97.50	
Cement " " "	69.58	bbls. at 3.20	222.66	
Reinforcing Steel	20,000	lbs. at 0.0358	716.03	
				3,020.52

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$5,764.00	
Gas, Oil & Grease	1,890.75	
Explosives	903.48	
Repairs	1,066.09	
Small Tools & Miscellaneous Supplies	830.26	
Bond 1% of Gross Revenue	414.66	
Freight & Cartage	1,094.18	
Lbr. for Box Culvert & Camp	348.92	
Camp, Office and General Overhead	172.12	
Move In	607.12	
		13,091.57
Total Cost to August 15th, 1937		$28,195.77

Storm Creek-Lamb Creek
Contract #1909 Prefix 22-1012.
Berke Bros., Contractors, J. C. Chapman, Resident Engineer

REMARKS:

This contract was bid and awarded August 27, 1936. Clearing was started December 28, 1936 and grading May 24, 1937. No work was done between January 23rd and March 1st, due to snow. To date the work is 48.6% complete with 82% of the time elapsed.

Carrying of supervision through the winter months and too low a bid have made a large loss on clearing. The right of way had been partially cleared by relief forces in 1935 and the clearing to be done consisted of some widening of the right of way, grubbing and low cutting stumps left by the previous clearing crews. Most of the work was done by hand although a small gas hoist on skids was used for cold decking the logs to be burned.

Grading is being done with a 1¼ yd. Koehring shovel, 2-5 cu. yd. trucks, 1-8 cu. yd. truck, 2-75 H.P. cats and dozers, 1-12 yd. scraper, 1-10 yd. scraper and a 40 H.P. cat and dozer used for miscellaneous work. Most of the common has been moved by dozers, the scrapers being used about two weeks each. The shovel was started July 19th. 5-1½ cu. yd. trucks are on the job but have not been used because the haul so far has been short and the three large trucks are keeping the shovel busy.

This job shows a nice profit but most of the easiest work has been done and the percentage of profit will drop as the work continues.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

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AUG 21 1937
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[illegible] 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 196-D

POST OFFICE BUILDING
PORTLAND, OREGON

July 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon 196-D, Storm Creek-Lamb Creek Section of the Santiam Highway, covering period from August 11, 1936, to June 15, 1937, submitted in amount of $4,227.00.

Attention is called to the fact that the previous payments were $4,523.00. Using this amount as previous payments and $8,480.00 as the total amount claimed, the net amount claimed is $3,957. We are recommending the payment of this voucher in this reduced amount.

Very truly yours,

4227.00
3957.00
270.00

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

J-99

FORM 9-A-1 6M 3-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 14 1937
FOR FILING
196-B

NOTED

June 8th, 1937

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. L. J. Canfield.

Dear Sir:

In reply to your letter of June 2nd, regarding alleged labor violations on the Berke Bros. job on the Santiam Highway project, FA-196-B.

On June 7th, I made a trip to Albany and contacted Mr. J. B. Avison who is acting manager of the National Reemployment Service at Albany, and the writer of the original letter requesting what action be taken in this above mentioned case.

Mr. Avison reported to me that his office merely sent a list of names to the contractor and that he further advised all of the men whose names appeared on the list that they were not to report on the job until the contractor notified them, that Form 325 was dispatched to each of the men but that the form merely stated that their respective names had been included on a list recently submitted to the contractor.

After talking with Mr. Avison a short time, he decided to make the trip up to the job with me for further investigation. Arriving at the camp, we met the timekeeper, Mr. Berke and the foreman, Mr. A. W. Sears. In discussing the complaint of Messrs. Garold and Harold Beemer, Mr. Berke expressed complete ignorance of having ordered these men to report on the job, but that he did remember their appearing on the job and asking him for work, but that he referred them to Mr. Sears who is handling all men on this job at this time. Mr. Berke further stated that he had not at any time received a phone call from these men. I advised Mr. Berke of the numerous complaints originating from this job apparently due to the foreman's handling of his employees. Mr. Berke informed me that he intended to remove Mr. Sears soon.

In discussing the complaint of the Messrs. Beemer with Mr. Sears, he denied that he ever told these men to report on the job and that further he absolutely did not receive a phone call from these men, nor did he phone them. I objected to his procedure of ordering 10 men with the possible idea of only employing the two men whom he nominated. Mr. Sears admitted then that he only wanted the other men listed so that he could obtain them later. I recalled to him that his order had stated for the men to report at once, and that under this order, the employment service could have sent all 10 men

To: Bureau of Public Roads
Subject: Boomer Complaint
FA-193-D

6/3/37
Page 2

to the job, and he would have had to permit them to work on the job as stated in the specifications for this job, to the extent that they be allowed to earn their expenses to and from the N.R.S. office and expenses on the job.

Mr. Avison and myself then investigated at the Albany telephone office to further check on the possibility of a phone call to this job from Messrs. Boomer and found this rather difficult due to the phone company's method of listing long distance calls.

It was then decided by Mr. Avison and myself that no further action be taken in this case until Messrs. Boomer could produce conclusive evidence that they were ordered to report or a definite statement from the telephone company that they had completed a call to Mr. Berke or Mr. Sears on the date mentioned by them, Mr. Avison to advise Messrs. Garold and Harold Boomer of these conditions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock
F. D. Eason
Guy V. Lintner

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACK[illegible]

H. B. [illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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JAN 5 1937
FOR FILING

196-8

January 2nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. C. Chapman
Resident Engineer
State Highway Dept.
Cascadia, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of December 29th, requesting a ruling on the proper classification and wage rate for timber fallers on the Storm Creek-Lamb Creek Section of the Santiam Highway, Contract 1909, Prefix 23-1012.

Due to the fact that there is considerable large timber to be fallen on this job and that same must be confined within the right of way limits, and also that considerable training and experience is necessary to fall timber where it may be disposed of advantageously, I believe that this job should be classified as intermediate labor at a rate of pay of $0.75 per hour.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. W. Libby
Acting Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock
F. D. Mason
Ray Webber

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
CASCADIA

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FOR FILING
196-D

December 29, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 30 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: Mr. H. O. Smith,
Construction Engineer.

Dear Sir:

Berke Bros., contractors on the Storm Creek - Lamb Creek Section of the Santiam Highway, have requested a ruling on the classification and wage rate for timber fallers. This is a regular Federal Aid Project and the position of faller is not specifically listed in the labor classifications in the contract.

Very truly yours,

J. C. Chapman

J. C. Chapman
Resident Engineer.

cc R. H. Baldock
F. D. Mason

NOTED

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DEC 18 1936
FOR FILING

196-8

December 18, 1936

Mr. N. W. Smith
So. Franklin Street
Lebanon, Oregon

Dear Sir:

The contract for the grading of the Storm Creek-Lamb Creek Section of the Santiam Highway was awarded to Berke Bros., Inc. late last summer. However, the contractor was unable to start the work because of interference with the work on the adjoining section. The other contractor is now out of the way and instructions have been issued to Berke Bros. to move in as soon as possible. Unless weather conditions make it impossible to proceed, the work should begin in the very near future.

Very truly yours,

[illegible]

[illegible]

State Highway Engineer

HI

[illegible]

[illegible]

Lebanon Oregon 12 16
Oregon State Highway Commission
Salem Oregon
Gentlemen:

Sometime last fall Burke Bros was awarded a contract for construction of a section of the South Santiam highway. why is this work not going forward ? the citizens of Lebanon and surrounding territory are very much interested in the early completion of this project,

Would you kindly give us the desired information as they are not on the job as yet.

Very Rep

N. N. Smith
So Franklin St
Lebanon Or

RECEIVED

[illegible] were at work.

I, therefore, expect that your crews will report about December 15th, and that you will prosecute the work as fast as the season will permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM ...
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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DEC 16 1936
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X.

196-D

December 15th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Barks Bros., Inc.
General Contractors
2815 S. E. Harrison St.
Portland, Oregon

Attention: Mr. C. E. Barks.

NOTED
State Highway Engineer

Dear Sir:

In answer to your letter of December 8th, I beg to advise that the contract of Myers & Goulter on the Santiam Highway has been completed for several weeks, and it is highly desirable that you start construction operations immediately, as we anticipate further funds for this highway early in the spring, and the next contract will be hampered from your work the same as you considered it inadvisable to start while Myers & Goulter were at work.

I, therefore, expect that your crews will report about December 15th, and that you will prosecute the work as fast as the season will permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM [illegible] 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

196-9

December 3rd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Berke Bros. Inc., Contractors
2818 N. E. Harrison St.
Portland, Oregon

Dear Sirs:

I note that you are in default of your time in beginning active work on the Storm Creek-Lamb Creek Section of the Santiam Highway.

Please be advised that our next year's program calls for the letting of another section immediately east of that under contract to you, and that any delay in the completion of your contract will seriously hamper the orderly sequence of these lettings.

We perhaps gave an unusual amount of time on this contract for the yardage involved, but that was merely as a protection against overruns of the time limit and does not mean that you are authorized to delay the starting or active prosecution of the job.

There undoubtedly were mitigating curcumstances due to the unusual fire hazard, but a considerable portion of the right of way had been cleared, and it is felt that active work could have been started long since. The fire season is now over, and definite arrangements must be made to start the work. Please advise your plans for starting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

196-D

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 196-D
Storm Creek-Lamb Creek Section

December 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hy. 29953

Form P. R. 2

State Oregon

Project No. 196, Sec. D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 23rd day of November, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications; and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 11th day of August, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, five hundred forty and no/100 dollars ($56,540.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2268+60, the east end of Section C of said project in the NE 1/4, Sec. 32, T. 13 S., R. 5 E., W.M., and survey station [illegible] in the SW 1/4, Sec. 28, T. 13 S., R. 5 E., W.M.,

, length 1.065 miles, in Linn County, being Section D of Oregon project No. 196, consisting of 1.065 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of one mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of fifty-six thousand, five hundred forty and no/100 dollars ($56,540.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-two thousand, six hundred eighty-six and no/100 dollars ($92,686.00), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of Dec, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
____
(Title of officer)

By ______________________
____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

8—5618

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **196-D**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **92,686.00** as the total estimated cost of said project, and the sum of $ **56,540.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of Dec.
one thousand nine hundred and thirty-six

Secretary of Agriculture,

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

RECEIVED
NOV 17 1936
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 196-D.
Storm Creek-Lamb Creek Sec.,
Santiam Highway.

November 14, 1936

1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

196-B

x

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Storm Creek-Lamb Creek Section, F. A. Project No. 196-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 196-B

STORM CREEK-LAMB CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

All Required		Clearing and Grubbing		$ 4,000.00
700	sq. ft.	Felling Danger Trees	$ 1.00	700.00
800	cu. yds.	Trench Excavation	2.00	1,600.00
88,000	cu. yds.	Common Excavation	0.40	35,200.00
68,000	cu. yds.	Solid Rock Excavation	0.40	27,200.00
90,000	yd. sta.	Overhaul	0.01	900.00
11,000	yd. mi.	Truck Haul	0.18	1,980.00
1.08	miles	Finishing Roadbed and Slopes	250.00	270.00
5,400	lin. ft.	Rounding Cutbanks	0.10	540.00
700	lin. ft.	9" Perforated Corr. Iron Pipe	1.20	840.00
960	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	1,920.00
90	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.00	270.00
50	cu. yds.	Rock Backfill in Drains	3.00	150.00
130	cu. yds.	Class "D" Concrete	30.00	3,900.00
20,000	lbs.	Metal Reinforcement	0.06	1,200.00
5,000	cu. yds.	Selected Roadbed Topping	0.25	1,250.00
13,000	yd. mi.	Hauling Roadbed Topping	0.18	2,340.00
			Subtotal	$ 84,260
			10% Engr. & Cont.	8,426
			Total	$ 92,686

Length	1.083 miles
Cost per mile	$ 85,582

Federal Aid Funds Requested- -	$ 56,540 (61%)
State Funds Available- -	36,146
	$ 92,686

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

196-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 28 1936
FOR FILING

RECEIVED
AUG 29 1936
OREGON

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 196-D, the Storm Creek-Lamb Creek section of the Santiam Highway, to Berke Bros. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

196-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 12 1936
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1936
FOR FILE

August 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project No. 196-D, the Storm Creek-Lamb Creek Section of the Santiam Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

This grading project is approved with the understanding that a satisfactory surface will be provided as soon as traffic makes it necessary.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

196-D

X

RECEIVED
OCT 28 1936
FOR FILING

August 7, 1936

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of page 15 of the special provisions for the Steens Creek-Lamb Creek Section, Project No. 196-D, which page has been revised by reducing the maximum number of hours per week that labor is permitted to work from forty-eight hours to forty-four hours.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

196-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 7 1936
OREGON
COMMISSION

August 6, 1936

RECEIVED
OCT 28 1936
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt as of this date is acknowledged of P.S.& E. papers for proposed Oregon Federal Aid Project 196-D.

It is noted that the special provisions on page 15 provide for a 48-hour week.

We are in receipt of your letter of August 4th to Mr. Lintner requesting the 48-hour week on this project, and a copy of Mr. Lintner's reply of August 5th agrees to the use of a 44-hour week but not the 48-hour week.

It will be necessary that the special provisions be changed, as we are not in sympathy with the 48-hour week when it is opposed by the U.S. Reemployment Service.

Papers will be held in this office pending submission of revised papers.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

196-B

x

RECEIVED
OCT 28 1936
FOR FILING

August 5, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Storm Creek-Lamb Creek Section, Federal Aid Project No. 196-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 196-B

[illegible] [illegible]-LAKE [illegible] SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

All Required		Clearing and Grubbing		$ 4,000.00
700	sq. ft.	Felling Danger Trees	$ 1.00	700.00
800	cu. yds.	Trench Excavation	2.00	1,600.00
88,000	cu. yds.	Common Excavation	0.40	35,200.00
68,000	cu. yds.	Solid Rock Excavation	0.40	27,200.00
90,000	yd. sta.	Overhaul	0.01	900.00
11,000	yd. mi.	Truck Haul	0.18	1,980.00
1.08	miles	Finishing Roadbed and Slopes	250.00	270.00
5,400	lin. ft.	Rounding Cutbanks	0.10	540.00
700	lin. ft.	9" Perforated Corr. Iron Pipe	1.20	840.00
960	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	1,920.00
90	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.00	270.00
50	cu. yds.	Rock Backfill in Drains	3.00	150.00
130	cu. yds.	Class "D" Concrete	30.00	3,900.00
20,000	lbs.	Metal Reinforcement	0.06	1,200.00
5,000	cu. yds.	Selected Roadbed Topping	0.25	1,250.00
13,000	yd. mi.	Hauling Roadbed Topping	0.18	2,340.00
			Subtotal	$ 84,260
			10% Engr. & Cont.	8,426
			Total	$ 92,686

Length 1.083 miles
Cost per mile $ 85,582

Federal Aid Funds Requested- $ 56,540 (61%)
State Funds Available- 36,146

$ 92,686

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department　　　　Federal Aid Project No. 196-D

STORM CREEK-LAKE CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 5, 1936

All Required		Clearing and Grubbing		$ 3,700.00
700	sq. ft.	Falling Danger Trees	$ 1.00	700.00
800	cu. yds.	Trench Excavation	2.00	1,600.00
88,000	cu. yds.	Common Excavation	0.25	22,000.00
68,000	cu. yds.	Solid Rock Excavation	0.70	47,600.00
90,000	yd. sta.	Overhaul	0.01	900.00
11,000	yd. mi.	Truck Haul	0.15	1,650.00
1.08	miles	Finishing Roadbed and Slopes	500.00	540.00
5,400	lin. ft.	Rounding Cut Banks	0.10	540.00
700	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	700.00
960	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	2,400.00
90	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.50	315.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
130	cu. yds.	Class "D" Concrete	30.00	3,900.00
20,000	lbs.	Metal Reinforcement	0.06	1,200.00
5,000	cu. yds.	Selected Roadbed Topping	0.30	1,500.00
13,000	yd. mi.	Hauling Roadbed Topping	0.15	1,950.00
			Subtotal	$ 91,295.00
			10% Engr. & Cont.	9,129.50
			Total	$ 100,424.50

Length	1.083 miles
Cost per mile	$ 92,728.07

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 61,258.94 (61%)
State Funds Available- -	39,165.56
	$ 100,424.50

196-D

September 17, 1936

BERKE BROS., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of State Highway Contract No. 1909, for the construction of the Storm Creek-Lamb Creek Section of the Santiam Highway in Linn County, which was awarded you on August 27.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

196-8

August 28, 1936.

Berke Bros., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

The Highway Commission at its meeting held August 27, 1936, awarded you the contract for the construction of the Storm Creek-Lamb Creek Section of the Santiam Highway, in Linn County, based on your low bid of $84,260.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary

[illegible]

[illegible] 5-A-1 10M 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

196-D
Const
Projects
Primary

August 6, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
Office.

NOT[illegible]
State Highway Engineer

Dear Sir:

Mr. Lynch and Mr. Linntner requested that 44 hour week be used on the Storm Creek-Sheep Creek Section of the Santiam Highway. This was acquiesced in by Mr. Baldock.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

CONTRACT# [redacted] 1911, SEE: CONTRACT# 1862

1911 SEE: Contract 1862

CONTRACT#1912 SEE: CONTRACT# 1847

1.

1-12 SEF: Contract 1847

CONTRACT

CONTRACT# 1913

105-1005 Treharne Section, Nehalem Secon.
1936

1913

FORM 2-A-1 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

705-1005

#1913

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 11 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM

February 17, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Please be advised that all work has been completed on the project listed below, the date of completion being as noted.

Contract No. 1913, with the Mountain States Construction Company, for the grading and surfacing of the Treharne Section of the Nehalem Secondary Highway in Columbia County, was completed November 30, 1936.

Acceptance of the above project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

APPROVED BY HIGHWAY COMMISSION
DATE 2-19-37
H B Glaisyer
Secretary

#1913

RECEIVED
JAN 18 1937
FOR FILING
105-1005

January 16, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1913 for the construction of the Treharne Section of the Nehalem Secondary Highway in Columbia County has been completed by the contractors, Mountain States Construction Company, ~~and~~ that final settlement will be made by the State with said contractors for work done under said contract on or after January 26, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no Responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $34,811.86, including the final payment. Of this amount $225.22, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—5-36

JON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26,1936, 193

Section Treharne Secondary

Kind of work Grading & Surfacing

Highway Nehalem Secondary

Section prefix 105-1005

Contractor Mountain States Construction Company

Contract number 1913

Date of contract August 31,1936, 193

Date of completion December 31,1936, 193

Date work started September 3,1936, 193

[redacted] date of completion November 30,1936, 193

Amount of contract $33,640.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $33,640.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1280.00, 2.84 %

Date project was completed November 30,1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi - final Estimate completed and turned in December 21,1936

Party setting R/W pins

NOTED
H W LIBBY

RECEIVED
DEC 28 1936
DIVISION ENGINEER

Phone: Wilson River Engineer's Office
Forest Grove
Phone: 345M

Signed F. W. Farrar
F. W. Farrar
Resident Engineer
Address Forest Grove

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

105-1005

RECEIVED
OCT 30 1936
FOR FILING

October [illegible], 1936

IN REPLY PLEASE
REFER TO FILE NO.
105-1005

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

With respect to the Koster Products crossing on the Treharne Section, you are advised that this crossing has been completed and, we think, adequately ballasted. In spite of Mr. Miller's statement to the contrary, I am informed that the track has never been in a deplorable condition since our operations began.

Logging trains have used the track continuously, and the new ballast material supplied has put it in a good stable condition. The switch that came in the roadbed section has been moved to a point outside the roadbed, plank material has been ordered at our expense to make a suitable crossing, and additional maintenance material for putting the track in shape during the winter period has been stockpiled adjacent.

I have instructed Mr. Farrar, the resident engineer, to take pains to see that the track is put in the best of condition so as to avoid any further complaint from the Koster Products Company.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. CLAYTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 23rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. H. Mason
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

The attached letter has been received from the Koster Products Company pertaining to the rocking of their logging road near Trenholm.

It is my recommendation that you arrange immediately to balast their track in a satisfactory condition. I do not think the saving between the four and eight inch rock is material and request that a job satisfactory to the company be done.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS ✗
ATTORNEY

105-1005

OREGON STATE HIGHWAY COMMISSION

SALEM

September 22, 1936

Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Herewith we hand you copy of letter received today from Koster Products Company, Yeon Building, Portland, Oregon, relative to operations affecting their railroad track at their camp near Vernonia.

In view of the fact that this is a construction operation and is not a right of way matter, we have advised Koster Products Company that the communication is being referred to you. Will you please carry on future necessary correspondence direct with Koster Products Company?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

NOTED

C
O
P
Y

KOSTER PRODUCTS COMPANY
Yeon Building
522 S. W. Fifth Avenue
Portland, Oregon

September 21, 1936

State Highway Commission
Salem
Oregon

Attention Mr. Benson

Gentlemen:

Your contractors working through our camp near Vernonia have raised our railroad track in an effort to bring it up to the highway grade. In doing this they have used nothing but dirt and the minute it starts to rain, this track is going to be in the mud and in such shape that we will be unable to run over it. The contractors advised our Mr. Pearse that they are supposed to put four inches of rock under this track. Four inches of rock will be just about as good as nothing, and we must insist that you immediately arrange to have those contractors put at least twelve inches of rock under this track, and in doing so they will have to remove some of the dirt which they have now placed under the track.

This matter will have to be given immediate attention or a serious wreck may occur there and considerable loss result therefrom.

Will you please acknowledge receipt of this letter and advise me what action you are going to take.

Yours very truly,

KOSTER PRODUCTS COMPANY

By (Sgd.) O. R. Miller

ORM:K

105-1005

CROSS REFERENCE SHEET

[illegible]

October 8, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1844 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of State Highway Contract # 1918, for grading and surfacing the Treharne Section of the Nehalem Secondary Highway, in Columbia County. This copy is for your records and files.

Very truly yours,

Secretary

MSG

105-1005

CROSS REFERENCE SHEET

Name or Subject Request of Mountain States Construction Company to purchase two buildings on Treharne Section. **File No.**

Regarding **Date** Sept. 29, 1936

SEE

ADMINISTRATION
Real Property
Sale of Buildings

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

7

105-1105

September 29, 1936

Koster Products Company,
Yeon Building,
522 S. W. Fifth Avenue,
Portland, Oregon.

NOTED
State Highway Engineer

Attention: Mr. O. R. Miller.

Gentlemen:

Your letter to Mr. Benson of the Highway Right of Way Department has been referred to this office.

You are advised we are fully cognizant of our obligations re the raising and ballasting of your spur track where it crosses our new grade near Treharne. We plan to put four inches of rock under the ties, or a total of eleven inches under the track. I think this should suffice and is, I am sure, more than was under your track prior to our construction work.

Our contractor is making every effort to complete his grade and rock same before the rainy weather, and we will require him to use the first rock available for the track ballasting. This work will be under way within a few days, provided the State Forester's ban on construction operations is removed so he may proceed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith
J. W. DeSousa
F. W. Farrar

FORM 461 P. 5-36 5M

#19B×

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 8881

105-1005

RECEIVED
SEP 1 1 1936
OREGON
STATE HIGHWAY COMMISSION

September 10, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: MOUNTAIN STATES CONSTRUCTION CO.
Eugene, Oregon

It is our understanding that the Mountain States Construction Company has been awarded a contract for construction work on the Nehalem Secondary Highway in Columbia County, Oregon.

We anticipate supplying this firm with its petroleum requirements on this operation and will therefore greatly appreciate your completing the attached contractor's questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

105-1005

September 5, 1936

Mt. States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1913 which was awarded to you on August 31, 1936, for the grading and surfacing of the Treharne Section of the Nehalem Secondary Highway in Columbia County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for the approval of the State Highway Commission. When this is secured a fully executed copy will be returned to you for your files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 34 of the mimeographed Special Provisions relating to the payment by the contractor of amounts due hospital associations et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number of, and classification of, laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

105-1065

September 3, 1936

Mr. Lester Moseley
Vernonia, Oregon

Dear Sir:

In reply to your letter of August 26th, this will advise that the contract for the grading and surfacing of the Treharne Section south of Vernonia was awarded to the Mountain States Construction Company of Eugene on August 31st, and that work on the project is already in progress.

A map showing the location of the project is being sent herewith. The contract calls for the construction of a crushed rock surfacing as well as for the construction of the roadbed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

LESTER SHEELEY
ATTORNEY AT LAW
VERNONIA, OREGON

RECEIVED
AUG 27 1936
OREGON
STATE HIGHWAY COMMISSION

August, 26th, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Some time back I noticed an article in the press to the effect that a contract was to be let for the Treharne section of the Beaver Creek Highway about one and a half miles south of Vernonia, Oregon.

Have not noticed that the contract has been let, and was wondering what was holding it up.

Have you any information as to when the work will be commenced, and just what is proposed to be done?

Thanking you, I am

Very truly yours,

Lester Sheeley

Contract awarded
Aug. 31st

RECEIVED
JAN 20 1937
FOR FILING

105-1005

August 31, 1936

Mt. States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

Confirming telegram of this date, the State Highway Commission today awarded you the contract for the road and bridge construction on the Treharne Section of the Nehalem Secondary Highway in Columbia County based on your low bid submitted on July 23, 1936, in the amount of $33,640.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		☒ FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
AUGUST 31, 1936

MOUNTAIN STATES CONSTRUCTION CO.
1644 WASHINGTON STREET
EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR THE ROAD AND BRIDGE CONSTRUCTION ON THE TREHARNE SECTION OF THE NEHALEM SECONDARY HIGHWAY IN COLUMBIA COUNTY BASED ON YOUR BID SUBMITTED ON JULY TWENTY THIRD STOP CONTRACT FORMS FOLLOW SHORTLY

E B GLAISYER
SECRETARY

file

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

FORM 9-8-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

105-1005

May 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate, together with profile, covering the proposed grading and rocking improvement on the Treharne Section of the Nehalem Highway. Right of way descriptions have been written and submitted with the map for checking.

There are some buildings on the proposed right of way which will have to be moved, and arrangements should be made, I believe, by the Right of Way Department to have these moved as part of the settlement for the right of way.

The proposed borrow pit is on the hillside across the railroad track at the north end of the project. There is at present a grade crossing roadway over the track at this point, probably a private crossing. It will be necessary, I presume, to get permission from the railroad company for a construction crossing at this point to haul the borrow materials across the track onto the road grade.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

CONTRACT# [redacted] 1914

122-1011 Crawfordsville-Holley Section,
Halsey-Sweet Home Secon. 1936

#1914

#1914

RECEIVED
NOV 16 1937
FOR FILING

November 15, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1914 for the construction of the Crawfordsville-Holley Section of the Halsey-Sweethome Secondary Highway in Linn County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 24, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $56,385.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 236—5M—6-37

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending Sept. 11, 1937, 193

Section Crawfordsville-Holley

Kind of work Grading & Surfacung

Highway Halsey-Sweet Home

Section prefix 122-1011

Contractor Roy L. Houck

Contract number 1914

Date of contract Aug. 31, 1936, 193

Date of completion June 30, 1937, 193

Date work started Sept. 1, 1936, 193

Estimated date of completion , 193

Amount of contract $ 57,430

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering Semi-final Est. $ 56,391.22

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4755, 8.4 %

Date project was completed Sept 9, 1937*, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

* Completed June 1 with exception of shaping up and fencing borrow pit.

Construction of the fence at the borrow pit at 2300-2307 was completed September 9, completing the contract. The Semi-final estimate is ready and will be brought in to Salem Monday.

RECEIVED
SEP 13 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J. C. Chapman
J. C. Chapman

Address Cascadia, Oregon.

NOTED
RAY WEBBER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

FOR FILE
122-1611

July 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

This is to advise that the Crawfordsville-Holley Section Contract #1914 under contract to Roy L. Houck for grading and surfacing, is complete and accepted for all details of the road work and production of oil aggregate.

He still has an obligation, however, to level up a borrow pit. He has attempted to do this several times but the pit is too wet to complete. This will require the work of a bulldozer for not over one day. The contractor has removed all his equipment for other State contract work and will not be able to get at this work until the equipment is passing through on the way to the South Santiam job, sometime about the first of August. The time limit is on the contract as July 1st. It is suggested, since it is a State job, that we consider the contract complete but withhold $100.00 of the final payment until the borrow pit is leveled.

Mr. Baldock approves this.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
cc Mr. R. H. Baldock ✓
Mr. S. H. Probert

NOTED
State Highway Engineer

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

F
122-1911

July 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

This is to advise that the Crawfordsville-Holley Section Contract #1914 under contract to Roy L. Houck for grading and surfacing, is complete and accepted for all details of the road work and production of oil aggregate.

He still has an obligation, however, to level up a borrow pit. He has attempted to do this several times but the pit is too wet to complete. This will require the work of a bulldozer for not over one day. The contractor has removed all his equipment for other State contract work and will not be able to get at this work until the equipment is passing through on the way to the South Santiam job, sometime about the first of August. The time limit is on the contract as July 1st. It is suggested, since it is a State job, that we consider the contract complete but withhold $100.00 of the final payment until the borrow pit is leveled.

Mr. Baldock approves this.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
cc Mr. R. H. Baldock ✓
Mr. S. H. Probert

NOTED
State Highway Engineer

FORM 8-K-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS,
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 6 1937
FOR FILING

122-1011

April 5, 1937

R 5546

Mr. F. D. Mason
Division Engineer
Office

Dear Sir:

Reference is made to the R. B. Koch property between Station 215+26 and Station 235+00 on the Crawfordsville-Holley Section of the Halsey-Sweet Home Highway.

The option for this property provided that the State in its construction operations would take care of the drainage along the east side of the highway. It appears that Mr. Koch had a ditch along the easterly side of the highway which took care of the drainage waters and prevented the same from overflowing his adjoining field. It also appears that in the construction of the highway you have shifted the center line toward the east or have filled out toward the east until the previously existing ditch has been covered up and will no longer accomplish the former results.

Mr. McCallister states that he has discussed the situation with you and with Mr. Goodnight and that a solution of the problem would be to put a drainage structure of an appropriate size and type beneath the highway and carry the drainage waters to the westerly side where there is ample provision for drainage; also that this would be much more economical than the construction of a new ditch, which necessarily would have to be along the embankment slopes on the easterly side unless we purchased additional lands. It is our recommendation that a drainage structure be provided and that our agreement with Mr. Koch be carried out in full with respect to continued protection of his adjoining property from surface waters. It would appear to us that the placing of this structure should be a construction charge, the same as the replacement of existing approach roads would be, as the condition arises solely on account of construction operations and is not inherent in providing lands for highway construction.

NOTED

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM 5-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

122-1011

RECEIVED
MAR 29 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 29 1937
FOR FILING
122-1011
#1914

OREGON STATE HIGHWAY COMMISSION

XXXXXX
[illegible]

March 27, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. ~~Edward~~ W. Ripley,
Holley, Oregon

Dear Sir:

Your letter of March 22, relative to the amount of gravel taken from your bar by Roy L. Houck, has been referred to me.

Our March 15 estimate showed that 23,045 cubic yards of crushed gravel had been produced. This includes the base course and top course surfacing and the oil rock stock piled.

Very truly yours,

J. C. Chapman
J. C. Chapman
Resident Engineer

cc Mr. S. H. Probert ✓
Mr. F. D. Mason

RECEIVED
MAR 26 1937
FOR FILING
122-1611

March 24, 1937

Mr. Edward W. Ripley
Holley, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 22, relative to the contract of Roy L. Houck for the grading and surfacing of the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway.

Mr. C. C. Chapman of Cascadia is the resident engineer on this work and your letter is being referred to him with instructions that he furnish you with the desired information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. A. Bonnett/OS

cc Mr. C. C. Chapman

RECEIVED
MAR 26 1937
FOR FILING

122-1011

March 24, 1937

Mr. C. C. Chapman
Resident Highway Engineer
Cascadia, Oregon

Contract No. 1914

Dear Sir:

We are enclosing herewith a letter from Mr. Edward W. Ripley, in which he requests information relative to the amount of rock and gravel used by Roy L. Houck in the performance of work on the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway.

Mr. Ripley is interested in the amount of rock and gravel taken from his property. Please furnish him with the desired information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

Encl.

C
O
P
Y

Holley, Oregon

3-22-37

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In regard to construction of Holley-Crawfordsville section of the Halsey-Sweet Home Secondary Highway by Contractor Roy L. Houck.

This gravel and rock is coming from a bar I own.

I have received a check from Houck for $165.00 for 5,500 yds. of material. This was for estimate up to Nov. 15. I have nothing from him since.

What is the amount of material used up to March 15, 1937 estimate?

Yours,

Edward W. Ripley (Sgd)

FORM [illegible] 1000 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 9 1937
FOR FILING

122-1011

February 8, 1937

Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Herewith we hand you copy of letter received from Mr. Everett McClun, postmaster at Holley, Oregon, relative to the condition of his place.

We are taking no action other than to acknowledge receipt of Mr. McClun's letter, but would suggest that it might be advisable to have the resident engineer on the project contact him.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. N. G. Smith

NOTED
State Highway Engineer

C
o
p
y

Holley Oreg.
Jan. 29, 1937

Mr. M. D. McCallister
Salem
Oreg.

Dear Sir:

The road is going to be impassable into the post office in a few days if we have a heavy rain and there is not more gravel put on.

Mr. Lynch of the const. co. says they have a few loads of gravel they can bring up if you give them permission.

Please see what you can do at once as the mail must come here.

Yours Resp.

Everett McClum
P. M.
Holley, Oreg.

FORM 2-E-1 1500 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 6 1937
FOR FILING

122-1011

January 4, 1937

NOTED
State Highway Engineer

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

We are in receipt of a communication from Mr. Charles A. Cooper, who owns property in the vicinity of engineer's station 430+50 on the Crawfordsville-Holley Section, in which he states that in constructing the highway a culvert was taken out and was not replaced in the natural water drainage channel. He states that the ditch runs the water in around his house with no way for it to drain and he is fearful that a heavy rain will put rain in the house and cause considerable damage.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. F. D. Eason

FORM 2-A-1 5M 7-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 18 19
F

X

122-1011

November 9th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Attorney
Office

Dear Sir:

In answer to your letter of November 2nd, regarding the excavation for the foundation of a building at Crawfordsville in Linn County.

I am advised that the general contractor did the grading at the side of the building to the stakes set by the Resident Engineer, and that any further excavation was merely in connection with the foundation and for the convenience of the house moving contractor. Therefore, I do not consider that the general contractor is under any obligations for the $16, as it was not contemplated that he would do more than excavate this material in lieu of borrow.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

122-1011

September 17, 1936

Mr. Roy L. Houck
1585 North 20th Street
Salem, Oregon

Dear Sir:

We hand you herewith fully executed copy of State Highway Contract No. 1914, which was awarded you on August 21, for the construction of 5.95 miles of grading and surfacing on the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway, in Linn County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

Received by: R L Houck

September 19, 1936.

September 8, 1936

Roy L. Houck
1585 North 20th St.
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of State Highway Contract No. 1914 which was awarded to you on August 31, 1936, for grading and surfacing on the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway in Linn County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately following page No. 29 of the mimeographed special provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

You are requested to notify the U. S. Reemployment Service at once of the approximate date work will be commenced under this contract and the number and classification of men required to carry on such work.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

by

Secretary

AM

Received Copies
Clyde Parsons

FORM 2-6-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 20 1937
FOR FILING

122-1011

August 28th, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

I am advised over the telephone by Mr. Houck's office that he has signed a waiver of rights on certain pieces of property on the Crawfordsville-Holley Section for a period of sixty days. Therefore, the contract may be awarded.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

also Federal & [illegible]

m

OREGON STATE HIGHWAY COMMISSION

August 24, 1936

Mr. M. G. Smith
Office

Dear Sir:

Have a release from the contracter properly signed for action by the Highway Commission so they can award the Crawfordsville-Holley contract Thursday. The release should give the State sixty days to furnish this right of way. DeSouza will present the resolution for condemnation Thursday.

Very truly yours,

State Highway Engineer

RHB:HI

FORM 3-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 21st, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

It is recommended that the Crawfordsville-Holley Section of the Halsey-Sweethome Highway be awarded to the low bidder subject to the acquisition of three small pieces of right of way which are being delayed pending negotiations with non-residents. The contractor is willing to waive his rights on these properties and is very anxious to get started on the rest of the job.

Mr. Eason's letter and Mr. DeSouza's letter are attached.

Very truly yours,
H G Smith
H. G. Smith
Construction Engineer

HGS:AR

300 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 19, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With respect to the Crawfordsville-Holley right of way situation, it appears from Mr. DeSouza's letter of August 17 that there are now only three pieces of right of way unsecured on this section. As mentioned in Mr. DeSouza's letter, the No. 2 and No. 3 pieces are very small triangular sections, which will not interfere with the grading operations. The No. 1 piece, J. H. Hamilton, might and probably will be required to complete the grading as planned, because of the widened borrow section at this point.

However, I believe the contract might be let with a proviso or a letter to the contractor asking him to withhold operations between these Stations, 283 and 288, for such a period as the Right of Way Department deems necessary to complete this deal. I talked to Mr. Houck yesterday, and he said he would be perfectly willing to withhold operations on any sections on which the right of way was not secured, in order to get his clearing underway, start his plant set-up and other work involved in his contract. He assured me there was no thought of making this a basis for any claim because of delay for reason of not having right of way.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

RECEIVED
AUG 20 1936

FORM 8-X-1 1500 7-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that options have been secured on all of the properties on the Crawfordsville-Holley Sections of the Halsey-Sweet Home Highway for which bids were received at the last meeting of the State Highway Commission except as follows:

1. J. H. Hamilton - 10 foot strip on southerly side of highway from Station 283+80 to Station 287+18.
2. Julian H. Woolridge - a small triangular strip on the northerly side of the highway having a maximum width of 2½ feet between Stations 294+77 and 295+35.
3. Edgar Wardell - a small triangular strip on the southerly side of the highway having a maximum depth of 10 feet between Station 293+44 and 294+00

If Mr. Smith can approve these exceptions as not interfering with the contractor's operations we can recommend the award of the contract from the standpoint of right of way acquisition.

It would appear that the only one which might be of serious moment is the J. H. Hamilton property. He lives in Chiloquin and our negotiations with him have been carried on by correspondence and at this time we can not give any exact time by which a favorable reply might be received. We do not anticipate, however, that there will be any serious difficulties in our negotiations with him.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

RECEIVED
AUG 18 1936

JWD DK
cc H. G. Smith
F. D. Mason

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

122-1011

August 22, 1936.

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. Roy L. Houck,
Route 4, Box 146-A,
Salem, Oregon.

Dear Sir:

The right of way for the Crawfordsville-Holley Section has not as yet all been secured. In particular there is one piece, being a 10-foot strip off the present right of way from Station 283 to Station 287+, not yet purchased, which might in small measure affect your construction work. There are also two other small triangular sections yet to be secured from Station 384 to Station 385 and from Station 393 to Station 395.

All deals covering this right of way will undoubtedly be closed within two weeks. The first grading work, however, we will want performed will be right in the town of Holley to provide for the moving of certain buildings. This work will give ample time for the completion of these right of way deals so that you can then proceed with the construction work in accordance with your own plans.

I am authorized to inform you that the contract for this work will be executed immediately if you will agree to withhold your construction operations from the sections on which the right of way is not yet secured for a period not to exceed 30 days from date. If this is satisfactory, you will please sign the copy of the attached statement.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
S. H. Probert

In consideration of the immediate awarding to me of the contract for the Crawfordsville-Holley Section, I hereby agree to withhold all construction operations from the sections on which the right of way is not yet secured on the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway, until authorized by the engineer for a period not to exceed 30 days from date.

____

#1914

RECEIVED
NOV 16 1937
FOR FILING

12

November 15, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1914 for the construction of the Crawfordsville-Holley Section of the Halsey-Sweethome Secondary Highway in Linn County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 24, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $56,386.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

CONTRACT# [redacted] 1916

WPMH 168-D Milwaukie Ave. U'Xing, 1936
Ross Island Br.-Schiller
#1916 St. Sec. [redacted]

RECEIVED
JUN 26 1952
FOR FILING

W P M H 168-D

(CONTRACT NO.) 1916

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 25, 1952

(EST. NO.) (CONTRACTOR)

1916 14-final Parker-Schram Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

10638 B-42980 $ 7,375.04 June 25, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1937

Time Extensions: Extended to Oct. 30, 1937

Completion Date: Oct. 30, 1937

Date Accepted: Dec. 21, 1937

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-26-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 27 1952
A. A. Wicklander

NOTED ON CARD
6-26-52 gl

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1951
FOR FILING

WFMH168-D

1916

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

With reference to recent actions on the four Parker-Schram Co. contracts in connection with which final payments have not been made, we find as follows:

1. The four contracts are:

Contract No. 1781 - Big Eddy Overcrossing
Contract No. 1916 - Ross Island Br.-Schiller Creek
Contract No. 2326 - Lombard Street Project
Contract No. 2347 - Oregon Slough-Columbia Slough

2. Relative to Contract No. 1781, we find no indication of any action having been taken either by us or by Parker-Schram since about 1940. (This is a bridge job).

3. Relative to Contract No. 1916, we find that under date of March 9 (apparently on your instruction) we issued two dummy price agreements; one allowing $6.74 for "digging a test hole in cut at Milwaukie Ave.," and the other allowing $24.25 for "removal of curbs at junction of Brooklyn and Grand Avenues." Also, that we issued on March 16, 1949, a revised final voucher in which allowance of the two price agreement items here mentioned was made. Parker-Schram has taken no action on this revised final voucher.

4. Relative to Contract No. 2326, we find that on March 10, 1949, you wrote to Parker-Schram agreeing to an allowance of $1,246.20 to cover what appears to have been an underpayment for asphaltic concrete due to defective weigh scales. In your letter you asked Parker-Schram to advise of its concurrence, but no such concurrence appears to have been received.

5. Relative to Contract No. 2347, we find that on March 10, 1949, you wrote to Parker-Schram disallowing their claim for extra tonnage of asphaltic concrete due to defective scales and asking them to accept the final voucher issued to them in 1941. The final voucher has not as yet been received from Parker-Schram.

Copies of the letters referred to in paragraphs Nos. 4 and 5 above are in the files of your secretary.

S. H. Probert
Office Engineer

SHP:gs

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

WPMH 168-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

Stencil No. 124

March 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPMH 168-D,
Ross Island Bridge-Schiller
Street Section

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tom

Agr- 2237

Section D,
Oregon U. S. Works Program Highway Project
No. WPMH 168.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 30, 1937 by the Secretary of Agriculture, and on July 13, 1937 by the Oregon State Highway Commission, as amended by modification of project agreement signed on March 31, 1938 by the Secretary of Agriculture, and on March 5, 1938 by the State Highway Department, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Section D of Oregon U. S. Works Program Highway Project No. WPMH 168; and

WHEREAS, under the Reorganization Act of 1939 (Public No. 19 - 76th Cong.) and the President's first plan of Government Reorganization, effective July 1, 1939, all functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads (now the Public Roads Administration of the Federal Works Agency) are transferred to and exercised by the Federal Works Administrator, hereinafter referred to as the Administrator; and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds from $234,000.00 to $236,508.34:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates and the sum of two hundred thirty-six thousand, five hundred eight and 34/100 dollars ($236,508.34), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project, in addition to funds previously provided, have been made available in the following manner, to wit:

By the State under the provisions of Chap. 529, laws 1939."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred thirty-six thousand, five hundred eight and 34/100 dollars ($236,508.34), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred thirteen thousand, eight hundred thirty-three and no/100 dollars ($313,833.00), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb. 4 1941, and the Administrator on FEB 25 1941.

THE OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Section D,
Oregon U. S. Works Program Highway Project
No. WPMH 168.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. U.S. Works Progress Highway [illegible] 160-D, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $315,833.00 in lieu of the $234,000.00 approved by Certificate of March 31, 1938, as the total estimated cost of said project, and the sum of $236,908.34 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and FEB 25 1941

Federal Works Administrator,

By ______________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
NOV 18 1940
FOR FILING

WPMH 168-D

November 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 15, 1940, concerning the possible condition that a portion of the right of way for the Ross Island Bridge-Schiller Street Section, Project No. WPMH 168-D, encroached on the Southern Pacific Company's right of way.

Please be advised that no encroachment exists and that all highway right of way was bought outright.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

H. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 14, 1936, regarding right of way for Oregon U. S. Works Program Highway Project WPMH 168-D, Ross Island Bridge to Schiller Street Section of the East Portland-Oregon City Highway.

Our report of bid opening indicates that award of contracts to Hoffman Construction Company and Parker-Schram Company were delayed more than two months pending settlement of right of way questions involving the Southern Pacific Company. If any part of the project occupies railroad property, we should be furnished copies of the easement. If all right of way was bought outright, will you please so advise us.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

WPMH 168-D

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NOV 25 1940
FOR FILING

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STATE [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In line with Mr. Probert's suggestion in his letter of October 9, 1940, regarding modification of the project agreement for Oregon Works Program Highway Project No. WPMH 168-D, Ross Island-Schiller Street Section of the East Portland-Oregon City Superhighway, we will take no action on the estimate he enclosed until final payment is made on NRS(1935)-WPSO 42-A (1), Illinois River Bridge.

If any release of funds is made on its payment, we will alter the State and Federal funds for WPMH 168-D accordingly. This procedure will insure the final closing out of Oregon Works Program Highway funds without the initiation of a new project.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

Jor

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OCT 10 1940
FOR FILING

WPMH 168-D

October 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified project agreement for the Ross Island-Schiller Street Section, Project No. WPMH 168-D.

The Federal funds requested have been increased to absorb all present unobligated Works Program Highway funds, which, according to our records, amounts to $561.54.

Since there is a possibility that the final voucher for NRS-WPSO 42-A may be reduced, and additional Works Program Highway funds released, it is our suggestion that execution of the revised agreement be delayed until the status of NRS-WPSO 42-A is definitely known.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 168-D

ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1940

NEW WORK

60' Roadway (Sta. 483+85.6 to 493+70) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 134.00
6,450	cu. yds.	Excavation, Single Classif.	$ 0.30	1,935.00
50	cu. yds.	Trench Excavation, 0' to 4'	0.75	37.50
170	cu. yds.	Trench Excavation, 4' to 8'	0.90	153.00
30	cu. yds.	Trench Excavation, 8' to 12'	1.10	33.00
300	cu. yds.	Trench Excavation 12' to 16'	1.50	450.00
0.19	mile	Finishing Roadbed and Slopes	600.00	114.00
600	lin. ft.	Rounding Cutbanks	0.10	60.00
600	sq. yds.	Removal of Old Pavement	0.30	180.00
660	sq. yds.	Removal of Sidewalks	0.15	99.00
850	lin. ft.	Removal of Curbs	0.05	42.50
90	lin. ft.	6" Sewer Pipe	0.35	31.50
450	lin. ft.	8" Sewer Pipe	0.50	225.00
70	lin. ft.	10" Sewer Pipe	0.75	52.50
60	lin. ft.	12" Sewer Pipe	1.00	60.00
310	lin. ft.	15" Sewer Pipe	1.25	387.50
2	only	Special Sections of 8" Pipe	1.50	3.00
10	only	Special Sections of 15" Pipe	3.50	35.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	30.00
12	only	Concrete Catch Inlets	17.50	210.00
5	only	Concrete Manholes	80.00	400.00
140	lin. ft.	Cable Guard Fence	1.25	175.00
60	cu. yds.	Concrete Curbs	12.50	750.00
600	sq. yds.	Concrete Sidewalks	1.25	750.00
700	cu. yds.	Gravel Subbase	0.85	595.00
60	cu. yds.	Rock Base	1.75	105.00
10	cu. yds.	½" Rock in Footpaths	2.50	25.00
100	cu. yds.	Sand Cushion	0.90	90.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00

3,800	sq. yds.	Portland Cement Concrete Pavement	$1.65	$ 6,270.00
450	lin. ft.	3/4" Expansion Joints	0.15	67.50
150	lin. ft.	1" Expansion Joints	0.10	15.00
800	lin. ft.	Contraction Joints	0.025	20.00
800	only	Dowels	0.15	120.00
1,800	lbs.	Tie Bars	0.04	72.00
220	tons	Class "A" Asphaltic Concrete	5.50	1,210.00
40	tons	Cutback Asphalt Wearing Surface	6.00	240.00
740	sq. yds.	Surface Finish Coat	0.05	37.00
10	cu. yds.	Class "D" Concrete	19.50	195.00
200	lbs.	Metal Reinforcement	0.045	9.00
		Subtotal		$ 15,453
		10% Engr. & Cont.		1,545
		Total		$ 16,998
		Length	0.186 mile	
		Cost per mile	$ 91,387	

60' Roadway (Sta. 493+70 to 495+25)
(Sta. 496+95 to 545+64.2) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 687.00
32,200	cu. yds.	Excavation, Single Classif.	$ 0.30	9,660.00
180	cu. yds.	Trench Excavation, 0' to 4'	0.75	135.00
1,110	cu. yds.	Trench Excavation, 4' to 8'	0.90	999.00
280	cu. yds.	Trench Excavation, 8' to 12'	1.10	308.00
40	cu. yds.	Trench Excavation, 12' to 16'	1.50	60.00
1,730	cu. yds.	Structural Excavation	2.50	4,325.00
40	cu. yds.	Structural Excavation Below Plans	3.50	140.00
9,000	yd. sta.	Overhaul	0.015	135.00
6,900	yd. mi.	Truck Haul	0.15	1,035.00
0.95	mile	Finishing Roadbed and Slopes	600.00	570.00
900	lin. ft.	Rounding Cutbanks	0.10	90.00
1,360	sq. yds.	Removal of Sidewalks	0.15	204.00
2,600	lin. ft.	Removal of Curbs	0.05	130.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
300	lin. ft.	6" Sewer Pipe	0.35	105.00
2,950	lin. ft.	8" Sewer Pipe	0.50	1,475.00
470	lin. ft.	10" Sewer Pipe	0.75	352.50
40	lin. ft.	12" Sewer Pipe	1.00	40.00
1	only	Special Section of 8" Pipe	1.50	1.50
295	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	295.00
35	only	Concrete Catch Inlets	17.50	612.50
18	only	Concrete Manholes	80.00	1,440.00
60	lin. ft.	Cable Guard Fence	1.25	75.00
370	cu. yds.	Concrete Curbs	12.50	4,625.00

1,450	sq. yds.	Concrete Sidewalks	$ 1.25	$ 1,812.50
50	sq. yds.	Concrete Driveway Aprons	1.65	82.50
5,540	cu. yds.	Gravel Subbase	0.85	4,709.00
1,170	cu. yds.	Rock Base	1.75	2,047.50
1,290	cu. yds.	1" Rock in Footpaths	2.50	3,225.00
610	cu. yds.	Sand Cushion	0.90	549.00
380	cu. yds.	Filler	0.50	190.00
380	yds. mi.	Hauling Filler	0.20	76.00
23,900	sq. yds.	Portland Cement Concrete Pavement	1.65	39,435.00
2,900	lin. ft.	3/4" Expansion Joints	0.15	435.00
490	lin. ft.	1" Expansion Joints	0.10	49.00
14,000	lin. ft.	Contraction Joints	0.025	350.00
14,700	only	Dowels	0.15	2,205.00
12,200	lbs.	Tie Bars	0.04	488.00
1,600	tons	Class "A" Asphaltic Concrete	5.50	8,800.00
160	tons	Cutback Asphalt Wearing Surface	6.00	960.00
9,200	sq. yds.	Surface Finish Coat	0.05	460.00
790	cu. yds.	Class "D" Concrete	19.50	15,405.00
134,800	lbs.	Metal Reinforcement	0.045	6,066.00
540	lin. ft.	Concrete Handrail	3.60	1,944.00
				$113,888.00
All Required		Move Water System		5,500.00
		Subtotal		$119,388.00
		10% Engr. & Conts		11,938.00
		Total		$131,326.00
		Length	0.950 mile	
		Cost per mile	$ 138,237	

48' Roadway (Sta. 495+25 to 496+25) (Sta. 556+00 to 557+00) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 1,[illegible]37.00
14,900	cu. yds.	Excavation, Single Classif.	$ 0.30	4,470.00
100	cu. yds.	Trench Excavation, 4' to 8'	0.90	90.00
20,000	yds. sta.	Overhaul	0.025	500.00
2,100	yds. mi.	Truck Haul	0.15	315.00
.05	mile	Finishing Roadbed and Slopes	600.00	30.00
1,100	sq. yds.	Removal of Old Pavement	0.50	550.00
280	sq. yds.	Removal of Sidewalks	0.15	42.00
550	lin. ft.	Removal of Curbs	0.05	27.50
190	lin. ft.	10" Sewer Pipe	0.75	142.50
10	cu. yds.	Concrete Curb	12.50	125.00
130	sq. yds.	Concrete Sidewalk	1.25	162.50
160	cu. yds.	Gravel Subbase	0.85	136.00

20	cu. yds.	Rock Base	$ 1.75	$ 35.00
50	cu. yds.	Sand Cushion	0.90	45.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
1,300	sq. yds.	Portland Cement Concrete Pavement	1.65	2,145.00
150	lin. ft.	3/4" Expansion Joints	0.15	22.50
360	lin. ft.	1" Expansion Joints	0.10	36.00
700	lin. ft.	Contraction Joints	0.025	17.50
800	only	Dowels	0.15	120.00
500	lbs.	Tie Bars	0.04	20.00
40	tons	Class "A" Asphaltic Concrete	5.50	220.00
10	tons	Cutback Asphalt Wearing Surface	6.00	60.00
160	sq. yds.	Surface Finish Coat	0.05	8.00
1	only	Pedestrian Subway	2,600.00	2,600.00
		Subtotal		$ 11,423
		10% Engr. & Cont.		1,142
		Total		$ 12,565
		Length	0.051 mile	
		Cost per mile	$ 246,372	

54' Roadway (Sta. 545+64.2 to 556+00) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 142.00
6,200	cu. yds.	Excavation, Single Classif.	$ 0.30	1,860.00
30	cu. yds.	Trench Excavation, 0' to 4'	0.75	22.50
220	cu. yds.	Trench Excavation, 4' to 8'	0.90	198.00
90	cu. yds.	Trench Excavation, 8' to 12'	1.10	99.00
360	cu. yds.	Trench Excavation, 12' to 16'	1.50	540.00
250	cu. yds.	Trench Excavation. 16' to 20'	2.00	500.00
1,870	cu. yds.	Structural Excavation	2.50	4,675.00
60	cu. yds.	Structural Excavation Below Plans	3.50	210.00
0.20	mile	Finishing Roadbed and Slopes	600.00	120.00
500	lin. ft.	Rounding Cutbanks	0.10	50.00
6,000	sq. yds.	Removal of Old Pavement	0.30	1,800.00
700	sq. yds.	Removal of Sidewalks	0.15	105.00
2,300	lin. ft.	Removal of Curbs	0.05	115.00
130	lin. ft.	6" Sewer Pipe	0.35	45.50
600	lin. ft.	8" Sewer Pipe	0.50	300.00
10	lin. ft.	10" Sewer Pipe	0.75	7.50
600	lin. ft.	12" Sewer Pipe	1.00	600.00
7	only	Special Sections of 8" Pipe	1.50	10.50
5	only	Special Sections of 12" Pipe	2.50	12.50
15	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	15.00
120	lin. ft.	Salvaging Sewer Pipe	0.50	60.00

8	only	Concrete Catch Inlets	$ 17.50	$ 140.00
5	only	Concrete Manholes	80.00	400.00
60	cu. yds.	Concrete Curbs	12.50	750.00
820	sq. yds.	Concrete Sidewalks	1.25	1,025.00
10	sq. yds.	Concrete Driveway Aprons	1.65	16.50
600	cu. yds.	Gravel Subbase	0.85	510.00
80	cu. yds.	Rock Base	1.75	140.00
90	cu. yds.	Sand Cushion	0.90	81.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,300	sq. yds.	Portland Cement Concrete Pavement	1.65	5,445.00
500	lin. ft.	3/4" Expansion Joints	0.15	75.00
600	lin. ft.	½" Expansion Joints	0.10	60.00
3,000	lin. ft.	Contraction Joints	0.025	75.00
3,500	only	Dowels	0.15	525.00
3,500	lbs.	Tie Bars	0.04	140.00
140	tons	Class "A" Asphaltic Concrete	5.50	770.00
50	tons	Cutback Wearing Surface	6.00	300.00
900	sq. yds.	Surface Finish Coat	0.05	45.00
2,000	cu. yds.	Class "D" Concrete	19.50	39,000.00
405,000	lbs.	Metal Reinforcement	0.045	18,225.00
1,060	lin. ft.	Concrete Handrail	3.60	3,816.00
180	lin. ft.	Metal Pipe Handrail	2.60	468.00
			Subtotal	$ 83,529
			10% Engr. & Cont.	8,352
			Total	$ 91,881

Length 0.196 mile

Cost per mile $ 468,780

Milwaukie Undercrossing

Contract No. 1916

650	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 195.00
300	lin. ft.	Removal of Street Car Tracks	0.50	150.00
70	cu. yds.	Rock Base	1.75	122.50
40	cu. yds.	½" Rock in Footpaths	2.50	100.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 574.50

Contract No. 1915

350	cu. yds.	Structural Excavation	$ 1.00	$ 350.00
30	cu. yds.	Structural Excavation Below Plans	1.50	45.00
1,350	cu. yds.	Class "A" Concrete	14.00	18,900.00

260 cu. yds.	Class "D" Concrete	$ 17.00	$ 4,420.00
125,000 lbs.	Metal Reinforcement	0.04	5,000.00
325,000 lbs.	Structural Steel	0.055	17,875.00
450 lin. ft.	Concrete Handrail	3.50	1,575.00
14 tons	Class "B" Asphaltic Concrete	12.00	168.00
All Required	Electric Wiring		160.00
2,400 cu. yds.	Excavation in Backfill	0.50	1,200.00
			$ 49,693.00
All Required	Move and Reestablish P. E. P. Co. Tracks and Power Lines		$ 4,480.00
All Required	Move and Reestablish Water System		$ 765.00
	Subtotal		$ 55,512
	10% Engr. & Cont.		5,551
	Total		$ 61,063

Length of Structure 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	WPA Funds	State Funds
60' Roadway	$ 16,998.00	$ 12,694.00	$ 4,304.00
60' Roadway	131,326.00	98,070.54	33,255.46
48' Roadway	12,565.00	9,383.00	3,182.00
54' Roadway	91,881.00	68,614.00	23,267.00
Milwaukie Undercrossing	61,063.00	45,600.00	15,463.00
	$ 313,833.00	$ 234,361.54	$ 79,471.46

	60' Roadway	40' Roadway	Milwaukie Undercrossing
Estimated Labor Required	117,000 Man-hours	6,100 Man-hours	26,000 Man-hours
Cost of Labor	$ 76,000	$ 4,000	$ 22,000
Cost of Materials	$ 83,000	$ 4,000	$ 25,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMH 168-D
Ross Island Bridge-Schiller Street section

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1938

168-

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fos

ER-AAPT-7237

Section D,
Oregon U. S. Works Program Highway Project
No. WPMH 168.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 13, 1937 by the Oregon State Highway Commission, and on July 30, 1937 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon U. S. Works Program Highway Project No. WPMH 168; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate to provide for increasing the Federal funds from $170,000.00 to $234,000.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred thirty-four thousand, and 00/100 dollars ($234,000.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of two hundred thirty-four thousand, and 00/100 dollars ($234,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred thirteen thousand, eight hundred thirty-three and 00/100 dollars ($313,833.00), the approved total estimated cost of Section D of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 5th day of March, 1938, and the Secretary of Agriculture on the 31st day of March, 1938.

APR 14 1938

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

Section D, Oregon U. S. Works Program Highway Project No. WPMH 188.

Form PR. 8 Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPMH 168-D State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 312,833.00 in lieu of the $170,000.00 approved by Certificate of July 30, 1937, as the total estimated cost of said project, and the sum of $ 224,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of March one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4839

#1916

RECEIVED
APR 5 1938
FOR FILING

168-8

April 1, 1938

Glens Falls Indemnity Company,
Rogers Hart Banks Co., Agents,
803 Title & Trust Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1916, for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Multnomah County has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 11, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $259,474.98, including the final payment. Of this amount $407.62 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FOR FILING
168-8

March 29, 1936

Glens Falls Indemnity Company
6th Floor Mills Tower
San Francisco, California

Attention: Craig H. Dill
Pacific Coast Bonding Dept.

Gentlemen:

Reply is made to your letter of March 24 in regard to the making of a final payment to Parker-Schram Company in connection with their contract with the Oregon State Highway Commission for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway, Contract No. 1916.

The delay in making the final payment was due to the necessity to check the quantities of materials entering into the structure. It is my understanding that the check has now been made and the final voucher has been prepared for execution by the State Highway Commission. I anticipate that the warrant will be ready to deliver to the contractors within the next 30 days.

Very truly yours,

HBG:AM

Secretary

March 26, 1938

B. G.

The delay on this was caused by the Bridge Dept. not being able to check the quantities on the structure. However, I would not want to tell them that. The final estimate has been checked and has been submitted to Baldock for approval. If he approves and the Contractors accept the final the payment will be made within the next 30 days.

McFarland.

#1916
Mult. C

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

ANY
k

LIFORNIA

1938.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: Bond 124062 - Parker-Schram Co.

Dear Sir:

We acknowledge with thanks, your reply to our status inquiry of February 25th, advising that the above captioned contract for the Ross Island Bridge-Schiller Street Section of East Portland-Oregon City Highway, Contract No. 1916, has been completed and accepted as of December 23rd.

We note from your report, that there has been some delay in making the final payment and shall appreciate your informing us as to any difficulty encountered and when the final settlement is expected.

Thanking you, we are

Yours very truly,

Craig H. Dill

PACIFIC COAST BONDING DEPT.

CD:BM

ANSWERED
H. B. G.

#1916
Mult. Co

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

March 24th, 1938.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: Bond 124062 - Parker-Schram Co.

Dear Sir:

We acknowledge with thanks, your reply to our status inquiry of February 25th, advising that the above captioned contract for the Ross Island Bridge-Schiller Street Section of East Portland-Oregon City Highway, Contract No. 1916, has been completed and accepted as of December 23rd.

We note from your report, that there has been some delay in making the final payment and shall appreciate your informing us as to any difficulty encountered and when the final settlement is expected.

Thanking you, we are

Yours very truly,

Craig H. Dill
PACIFIC COAST BONDING DEPT.

CD:BM

ANSWERED
H. B. G.

#1915

RECEIVED
FEB 23 1938
FOR FILING

February 23,,1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1915 for the construction of the Milwaukie Avenue Undercrossing on the East Portland-Oregon City Highway in Multnomah County, has been completed by the contractors, Hoffman Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 5, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims,debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $49,774.97, including the final payment. Of this amount $605.16 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
FEB 14 1938
FOR FILING

168-8

605 Weatherly Bldg.
February 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith Bridge Inspection Report and pictures and films for the Grand Avenue partial viaduct and retaining wall on McLaughlin Boulevard south of the Ross Island Bridge.

These were prepared by A. E. Johnson and appear to be in very good shape.

In particular, the picture taken before construction might be valuable to the Commission or the Right of Way Department, should they have to make settlement with Dr. Muthman et al.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM S-A-4 1000 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 3, 1938.

IN REPLY PLEASE
REFER TO FILE No.

168-8

Mr. R. H. Baldock,
State Highway Engineer,
Office.

RE:- Milwaukie Ave. Undercrossing
Structure

Attention - Mr. H. G. Smith

Dear Sir:

Herewith attached a letter from E. A. Collier, Division Engineer.

The slight seepage mentioned in the letter is from a former cess-pool, now disconnected and in my opinion will not cause any serious difficulty. I do not want to spend this extra money unless you concurred with Collier regarding this danger. In my opinion the shear boards and top-soil will definitely check rain and wind erosion and because of the occurrence of sand stratas no great amount of moisture can accumulate to cause slides.

I would appreciate your instructions whenever it is convenient for you to make an inspection of the site.

Yours very truly,

GEORGE H. OTTEN

Landscape Engineer.

GHO/H

FORM 2-24 1M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
February 1, 1938

168-D

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: George H. Otten

Dear Sir:

On the slope southeast of the Milwaukie Under-crossing structure, I think the rock should be carried up higher than has been done. This slope raveled in the wind and showed a slight seep at one time and the property owner above has feared a slide.

Under these circumstances, it would appear desirable to to run the rock up the slope at least ten or twelve feet and use less slope boards and top soil, which I fear will not provide adequate protection.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-A-1 1M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

January 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

1E

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 20, advising that you are holding, without action, our request for a modification of the agreement for Oregon Works Program Project WPMH 166-B (Ross Island Bridge-Schiller Street Project), which modification is desired for the purpose of increasing by $64,000 the amount of federal participation in the cost of the project, and of correspondingly decreasing the amount of state participation.

This advice comes to us as a distinct surprise as the information given us relative to the withholding of Works Program Funds indicated that the action affected only the undertaking of additional projects. It was not intimated to us that moneys already set up under project agreements was to be withdrawn or that we would be estopped from modifying the agreements so that savings on one project could be applied on another, as has long been the practice in connection with federal programs, and as was the intention and understanding at the time the agreements were entered into.

As you are aware, it has long been our practice to place in the programs additional state funds over and above those required to match federal funds. The accumulation of the small savings in the program by reason of slight underruns of contracts releases federal funds. We then make request to your office to transfer these federal funds to certain going projects, which automatically releases the state funds. This is a simple and effective means of carrying on the work and prevents the necessity of letting small and uneconomical contracts for new projects when the savings have accumulated, and materially expedites the closing out of the program to our mutual benefit.

If the privilege of modifying our agreements is to be denied to us, and if we are to be prohibited from transferring savings to the projects on which we have planned from the beginning to apply them, we will be subjected to a loss of approximately $200,000 of federal funds which we have already obligated under construction contracts. Had we known that there was any possibility of such action as you have now

Mr. W. H. Lynch - 2 **January 22, 1938**

taken, we would not have tied up the state funds in this manner. We are particularly short of state funds this year and would not knowingly have used state funds to augment federal aid projects had we had any idea that you might take this action.

To cancel, without advance notice, allocations which a state has failed to place under contract is reasonably within the rights of the party making the allocation, but to withdraw funds after they have been assigned to the state by agreement and after the state has assumed contractual obligations with the expectation of receiving the moneys, is a breach of faith to which we cannot resign ourselves. Such action will disrupt our budget and cause this department considerable embarrassment.

We wish, therefore, to make a formal protest, as we consider this an unwarranted change of an understanding that has been in effect over many years.

Very truly yours,

State Highway Engineer

RHB:KI

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1

C
O
P
Y

January 20, 1938

[illegible] Columbia Blvd., Portland, to the Oregon Works Program Grade Separation Program as a WPGS project.

Your letter states that this is to utilize unexpended balances and shows total estimated cost as $[illegible],000 and Works Program Funds of $10,000, and to include further WPGS funds as balances become available.

Receipt is also acknowledged of the project statement and sketch map for this project numbered WPS [illegible], Columbia Blvd.-[illegible] section.

Our information is that all future requests for increases in Works Program projects are to be held in abeyance and under the circumstances we are unable to recommend approval of changes in the program to take care of accrued balances as you request. The above mentioned papers will be held here without further action unless otherwise requested by you.

Very truly yours,

(sgd) W. H. Lynch
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1

C
O
P
Y

January 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 30, 1937, requesting the addition of a grade separation at N. E. 47th Avenue and Columbia Blvd., Portland, to the Oregon Works Program Grade Separation Program as a WPGS project.

Your letter states that this is to utilize unexpended balances and shows total estimated cost as $50,000 and Works Program Funds of $10,000, and to include further WPGS funds as balances become available.

Receipt is also acknowledged of the project statement and sketch map for this project numbered WPS 285, Columbia Blvd.-Levee section.

Our information is that all future requests for increases in Works Program projects are to be held in abeyance and under the circumstances we are unable to recommend approval of changes in the program to take care of accrued balances as you request. The above mentioned papers will be held here without further action unless otherwise requested by you.

Very truly yours,

(sgd) W. H. Lynch
District Engineer

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

January 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 19, 1938, requesting a modified agreement for Oregon Works Program project WPGH 168-D, the Ross Island Bridge-Schiller Street section of the East Portland-Oregon City Highway.

The purpose of this modification is to increase the Federal participation by an additional $64,000 of Works Program Highway funds claimed to be from accumulated balances.

As previously advised, we are not in a position to recommend new projects or increases in funds involving Works Program Highway funds, and the documents will be held here without action.

Very truly yours,

(sgd) W. H. Lynch
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1

COPY

January 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 19, 1938, requesting a modified agreement for Oregon Works Program project WPMH 168-D, the Ross Island Bridge-Schiller Street section of the East Portland-Oregon City Highway.

The purpose of this modification is to increase the Federal participation by an additional $64,000 of Works Program Highway funds claimed to be from accumulated balances.

As previously advised, we are not in a position to recommend new projects or increases in funds involving Works Program Highway funds, and the documents will be held here without action.

Very truly yours,

(sgd) W. H. Lynch
District Engineer

3 copies

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 168-D

RECEIVED
STATE HIGHWAY COMMISSION

January 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 19, 1938, requesting a modified agreement for Oregon Works Program project WPMH 168-D, the Ross Island Bridge-Schiller Street section of the East Portland-Oregon City Highway.

The purpose of this modification is to increase the Federal participation by an additional $64,000 of Works Program Highway funds claimed to be from accumulated balances.

As previously advised, we are not in a position to recommend new projects or increases in funds involving Works Program Highway funds, and the documents will be held here without action.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

See reply dated Jan. 22
[illegible]

RECEIVED
JAN 20 1938
FOR FILING
168-D

January 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Ross Island Bridge-Schiller Street Section, Project No. WPMH 168-D.

According to our records, taking into consideration the several reductions in amount of Federal funds requested on other projects, there is now available a balance of approximately $64,700.00 of Works Program Highway funds, and it is our request that $64,000.00 of these funds be utilized to increase the Government's share for Project No. WPMH 168-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Esch/EH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 168-D

ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 18, 1938

COMPLETED FEDERAL AID WORK (STA. 392+44.6 TO 493+70)

Final Cost- -	$ 205,243.04
NRM Funds Paid- -	$ 198,460.39
NRM (1935) Funds Paid -	$ 5,455.00
Length- -	1.922 miles

NEW WORK

60' Roadway (Sta. 483+85.6 to 493+70) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 134.00
6,450	cu. yds.	Excavation, Single Classif.	$ 0.30	1,935.00
50	cu. yds.	Trench Excavation, 0' to 4'	0.75	37.50
170	cu. yds.	Trench Excavation, 4' to 8'	0.90	153.00
30	cu. yds.	Trench Excavation, 8' to 12'	1.10	33.00
300	cu. yds.	Trench Excavation, 12' to 16'	1.50	450.00
0.19	mile	Finishing Roadbed and Slopes	600.00	114.00
600	lin. ft.	Rounding Cutbanks	0.10	60.00
600	sq. yds.	Removal of Old Pavement	0.30	180.00
660	sq. yds.	Removal of Sidewalks	0.15	99.00
850	lin. ft.	Removal of Curbs	0.05	42.50
90	lin. ft.	6" Sewer Pipe	0.35	31.50
450	lin. ft.	8" Sewer Pipe	0.50	225.00
70	lin. ft.	10" Sewer Pipe	0.75	52.50
60	lin. ft.	12" Sewer Pipe	1.00	60.00
310	lin. ft.	15" Sewer Pipe	1.25	387.50
2	only	Special Sections of 8" Pipe	1.50	3.00
10	only	Special Sections of 15" Pipe	3.50	35.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	30.00
12	only	Concrete Catch Inlets	17.50	210.00
5	only	Concrete Manholes	80.00	400.00
140	lin. ft.	Cable Guard Fence	1.25	175.00
60	cu. yds.	Concrete Curbs	12.50	750.00
600	sq. yds.	Concrete Sidewalks	1.25	750.00

700	cu. yds.	Gravel Subbase	$ 0.85	$ 595.00
60	cu. yds.	Rock Base	1.75	105.00
10	cu. yds.	½" Rock in Footpaths	2.50	25.00
100	cu. yds.	Sand Cushion	0.90	90.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,800	sq. yds.	Portland Cement Concrete Pavement	1.65	6,270.00
450	lin. ft.	¾" Expansion Joints	0.15	67.50
150	lin. ft.	½" Expansion Joints	0.10	15.00
800	lin. ft.	Contraction Joints	0.025	20.00
800	only	Dowels	0.15	120.00
1,800	lbs.	Tie Bars	0.04	72.00
220	tons	Class "A" Asphaltic Concrete	5.50	1,210.00
40	tons	Cutback Asphalt Wearing Surface	6.00	240.00
740	sq. yds.	Surface Finish Coat	0.05	37.00
10	cu. yds.	Class "B" Concrete	19.50	195.00
200	lbs.	Metal Reinforcement	0.045	9.00
			Subtotal	$ 15,453
			10% Engr. & Conts.	1,545
			Total	$ 16,998
		Length	0.186 mile	
		Cost per mile	$ 91,387	

60' Roadway (Sta. 493+70 to 495+25)
(Sta. 496+55 to 545+64.2) (Contract No. 1916)

All Required		Clearing and Grubbing		$ [illegible].00
32,200	cu. yds.	Excavation, Single Classif.	$ 0.30	9,660.00
180	cu. yds.	Trench Excavation, 0' to 4'	0.75	135.00
1,110	cu. yds.	Trench Excavation, 4' to 8'	0.90	999.00
280	cu. yds.	Trench Excavation, 8' to 12'	1.10	308.00
40	cu. yds.	Trench Excavation, 12' to 16'	1.50	60.00
1,730	cu. yds.	Structural Excavation	2.50	4,325.00
40	cu. yds.	Structural Excavation Below Plans	3.50	140.00
9,000	yd. sta.	Overhaul	0.015	135.00
6,900	yd. mi.	Truck Haul	0.15	1,035.00
0.95	mile	Finishing Roadbed and Slopes	600.00	570.00
900	lin. ft.	Rounding Cutbanks	0.10	90.00
1,360	sq. yds.	Removal of Sidewalks	0.15	204.00
2,600	lin. ft.	Removal of Curbs	0.05	130.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
300	lin. ft.	6" Sewer Pipe	0.35	105.00
2,950	lin. ft.	8" Sewer Pipe	0.50	1,475.00
470	lin. ft.	10" Sewer Pipe	0.75	352.50
40	lin. ft.	12" Sewer Pipe	1.00	40.00
1	only	Special Section of 8" Pipe	1.50	1.50

295	lin. ft.	Extra for Installing Pipe Under Pavement	$ 1.00	$ 295.00
35	only	Concrete Catch Inlets	17.50	612.50
18	only	Concrete Manholes	80.00	1,440.00
60	lin. ft.	Cable Guard Fence	1.25	75.00
370	cu. yds.	Concrete Curbs	12.50	4,6[illegible]
1,450	sq. yds.	Concrete Sidewalks	1.25	1,812.50
50	sq. yds.	Concrete Driveway Aprons	1.65	82.50
5,540	cu. yds.	Gravel Subbase	0.85	4,709.00
1,170	cu. yds.	Rock Base	1.75	2,047.50
[illegible]	sq. yds.	3" Rock in Footpaths	2.30	[illegible]
600	cu. yds.	Sand Cushion	0.90	540.00
380	cu. yds.	Filler	0.50	190.00
380	gal.	Sealing Filler	0.20	76.00
23,900	sq. yds.	Portland Cement Concrete Pavement	1.65	39,435.00
2,900	lin. ft.	1" Expansion Joints	0.15	435.00
490	lin. ft.	½" Expansion Joints	0.10	49.00
14,000	lin. ft.	Contraction Joints	0.025	350.00
14,700	only	Dowels	0.15	2,205.00
12,200	lbs.	Tie Bars	0.04	488.00
1,600	tons	Class "A" Asphaltic Concrete	5.50	8,800.00
160	tons	Cutback Asphalt Wearing Surface	6.00	960.00
9,200	sq. yds.	Surface Finish Coat	0.05	460.00
790	cu. yds.	Class "D" Concrete	19.50	15,405.00
134,800	lbs.	Metal Reinforcement	0.045	6,066.00
540	lin. ft.	Concrete Handrail	3.60	1,944.00
				$113,888.00
All Required		Move Water System		5,500.00
		Subtotal		$119,3[illegible]
		10% Engr. & Conts.		11,[illegible]
		Total		$131,3[illegible]
		Length	0.950 mile	
		Cost per mile	$ 138,237	

48' Roadway (Sta. [illegible] to [illegible])
(Sta. [illegible] to [illegible]) (Contract No. 1926)

All Required		Clearing and Grubbing		$ 37.00
14,500	cu. yds.	Excavation, Single Classif.	$ 0.30	4,350.00
100	cu. yds.	Trench Excavation, 4' to 8'	0.90	90.00
20,000	yd. sta.	Overhaul	0.015	300.00
2,100	yd. mi.	Truck Haul	0.15	315.00
.05	mile	Finishing Roadbed and Slopes	400.00	20.00
1,100	sq. yds.	Removal of Old Pavement	0.30	330.00

280	sq. yds.	Removal of Sidewalks	$ 0.15	$ 42.00
550	lin. ft.	Removal of Curbs	0.05	27.50
190	lin. ft.	10" Sewer Pipe	0.75	142.50
10	cu. yds.	Concrete Curb	12.50	125.00
130	sq. yds.	Concrete Sidewalk	1.25	162.50
160	cu. yds.	Gravel Subbase	0.85	136.00
20	cu. yds.	Rock Base	1.75	35.00
50	cu. yds.	Sand Cushion	0.90	45.00
10	cu. yds.	Filler	0.50	5.00
10	yd. sta.	Hauling Filler	0.20	2.00
1,300	sq. yds.	Portland Cement Concrete Pavement	1.65	2,145.00
150	lin. ft.	1" Expansion Joints	0.15	22.50
360	lin. ft.	½" Expansion Joints	0.10	36.00
700	lin. ft.	Contraction Joints	0.025	17.50
800	only	Dowels	0.15	120.00
500	lbs.	Tie Bars	0.04	20.00
40	tons	Class "A" Asphaltic Concrete	5.50	220.00
10	tons	Cutback Asphalt Wearing Surface	6.00	60.00
160	sq. yds.	Surface Finish Coat	0.05	8.00
1	only	Pedestrian Subway	2,600.00	2,600.00
		Subtotal		$ 11,425
		10% Engr. & Cont.		1,142
		Total		$ 12,565
		Length	0.051 mile	
		Cost per mile	$ 246,378	

54' Roadway (Sta. 545+64.2 to 556+00) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 248.00
6,200	cu. yds.	Excavation, Single Classif.	$ 0.30	1,860.00
30	cu. yds.	Trench Excavation, 0' to 4'	0.75	22.50
220	cu. yds.	Trench Excavation, 4' to 8'	0.90	198.00
90	cu. yds.	Trench Excavation, 8' to 12'	1.10	99.00
360	cu. yds.	Trench Excavation, 12' to 16'	1.50	540.00
250	cu. yds.	Trench Excavation, 16' to 20'	2.00	500.00
1,870	cu. yds.	Structural Excavation	2.50	4,675.00
60	cu. yds.	Structural Excavation Below Plans	3.50	210.00
0.20	mile	Finishing Roadbed and Slopes	600.00	120.00
500	lin. ft.	Rounding Cutbacks	0.10	50.00
6,000	sq. yds.	Removal of Old Pavement	0.30	1,800.00
700	sq. yds.	Removal of Sidewalks	0.15	105.00
2,300	lin. ft.	Removal of Curbs	0.05	115.00
130	lin. ft.	6" Sewer Pipe	0.35	45.50
600	lin. ft.	8" Sewer Pipe	0.50	300.00
10	lin. ft.	10" Sewer Pipe	0.75	7.50

600	lin. ft.	12" Sewer Pipe	$ 1.00	$ 600.00
7	only	Special Sections of 8" Pipe	1.50	10.50
5	only	Special Sections of 12" Pipe	2.50	12.50
15	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	15.00
120	lin. ft.	Salvaging Sewer Pipe	0.50	60.00
8	only	Concrete Catch Inlets	17.50	140.00
5	only	Concrete Manholes	80.00	400.00
60	cu. yds.	Concrete Curbs	12.50	750.00
820	sq. yds.	Concrete Sidewalks	1.25	1,025.00
10	sq. yds.	Concrete Driveway Aprons	1.65	16.50
600	cu. yds.	Gravel Subbase	0.85	510.00
80	cu. yds.	Rock Base	1.75	140.00
90	cu. yds.	Sand Cushion	0.90	81.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,300	sq. yds.	Portland Cement Concrete Pavement	1.65	5,445.00
500	lin. ft.	½" Expansion Joints	0.15	75.00
600	lin. ft.	¼" Expansion Joints	0.10	60.00
3,000	lin. ft.	Contraction Joints	0.025	75.00
3,900	only	Dowels	0.15	585.00
3,500	lbs.	Tie Bars	0.04	140.00
140	tons	Class "A" Asphaltic Concrete	5.50	770.00
50	tons	Cutback Wearing Surface	6.00	300.00
900	sq. yds.	Surface Finish Coat	0.05	45.00
2,000	cu. yds.	Class "B" Concrete	19.50	39,000.00
405,000	lbs.	Metal Reinforcement	0.045	18,225.00
1,060	lin. ft.	Concrete Handrail	3.60	3,816.00
180	lin. ft.	Metal Pipe Handrail	2.60	468.00
			Subtotal	$ 83,329
			10% Engr. & Cont.	8,332
			Total	$ 91,661
		Length	0.196 mile	
		Cost per mile	$ 467,700	

Milwaukie Undercrossing

Contract No. 1916

650	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 195.00
300	lin. ft.	Removal of Street Car Tracks	0.50	150.00
70	cu. yds.	Rock Base	1.75	122.50
40	cu. yds.	¾" Rock in Footpaths	2.50	100.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 574.50

Contract No. 1915

350	cu. yds.	Structural Excavation	$ 1.00	$ 350.00
30	cu. yds.	Structural Excavation Below Plane	1.50	45.00
1,350	cu. yds.	Class "A" Concrete	14.00	18,900.00
260	cu. yds.	Class "D" Concrete	17.00	4,420.00
125,000	lbs.	Metal Reinforcement	0.04	5,000.00
325,000	lbs.	Structural Steel	0.055	17,875.00
450	lin. ft.	Concrete Handrail	3.50	1,575.00
14	tons	Class "B" Asphaltic Concrete	12.00	168.00
All Required		Electric Wiring		160.00
2,400	cu. yds.	Excavation in Backfill	0.50	1,200.00
				$ 49,693.00
All Required		Move and Reestablish P. E. P. Co. Tracks and Power Lines		$ 4,480.00
All Required		Move and Reestablish Water System		$ 765.00
		Subtotal		$ 55,512
		10% Engr. & Cont.		5,551
		Total		$ 61,063

Length of Structure 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	WPA Funds	State Funds
60' Roadway	$ 16,998	$ 12,674	$ 4,324
60' Roadway	131,326	97,919	33,407
48' Roadway	12,565	9,369	3,196
54' Roadway	91,881	68,508	23,373
Milwaukie Undercrossing	61,063	45,530	15,533
	$ 313,833	$ 234,000	$ 79,833

	60' Roadway	48' Roadway	Milwaukie Undercrossing
Estimated Labor Required	117,000 Man-hours	6,100 Man-hours	26,000 Man-hours
Cost of Labor	$ 76,000	$ 4,000	$ 22,000
Cost of Materials	$ 83,000	$ 4,000	$ 25,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 9-6-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 3 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

168-2

Dec. 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention G. S. Paxson

Dear Sir:

Herewith pictures taken by J. T. Skelton of slides onto Portland Traction Co. tracks opposite our new Grand Avenue Viaduct south of Ross Island Bridge. You have a copy of his report.

Mr. Pumfrey called me yesterday concerning payment for removing slides ans repairing tower. I told him it was my opinion that these slides were not the States responsibility and today I met with Road Master Rossiter and J. T. Skelton and inspected the slides.

The cut slope left by the R.R. excavation years ago is very steep and the heavy rains rendered this unstable. There are 3 small excavations for falsework at the exact top of the main slide which Rossiter thought caused start of the slide. The outside wall of these pits is gone but ground shows dry at the back of the bottom so am sure no water stood in the holes.

The slide which took out the tower started 15 or 20 feet out from the viaduct and had nothing to do with our construction.

We did find several small puddles of water against the wall section and we have today put men at sloping these out so no water can stand there. We will also fill all sunken places around columns or walls or backfilled excavations for falsework. We will write up an Order For State Force Work on contract project to cover this and I am having J. T. Skelton handle it as our Maintenance men are up to the eyes in slides and water.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC/MMD
cc R.H.Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JAN 3 1938
FOR FILING

Dec. 30, 1937

Mr. Thomas Pumfrey
Chief Engineer, Railways
Portland Traction Co.
Portland, Oregon

Dear Sir:

This morning I inspected the slides on Grand Avenue with Road Master Rossiter and Resident Bridge Engineer J. T. Skelton and am making a report to the Salem Office.

The slide which took out the tower started 15 or 20 feet from our right of way line and in my opinion had nothing to do with our construction. The other slide came up within about 4 feet of the footing excavation at bent #8.

Complete drainage of the deck and sidewalk on the structure was provided into sewers and there is no evidence of trouble with this drainage system.

The heaviest rain in 20 years rendered your steep cut slopes unstable and this is substantiated by the fact that hundreds of similar slides occurred elsewhere the same day on our highways. We are still fighting this common enemy.

Trusting I have set forth proper reasons for my opinion that the State is not responsible for these slides I am

Very truly yours,

E. A. COLLIER
Division Engineer

EAC/WMD
cc R.H.Baldock
G.S.Paxson

FORM 8-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF R. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

RECEIVED
DEC 16 1937
FOR FILING
168-8

RECEIVED
DEC 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

December 6, 1937

26-1024

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith three copies of Form 345, Authority for Additional Expenditure on the Ross Island Bridge-Schiller St. Contract, No. 1916.

We are asking for $16,050 increased authorization to cover the Semi-Final Estimate. The item for water mains should have been included in the original engineer's estimate and authorization and we should have asked for increased authorization for lighting, increased bridge items, and for the Milwaukie Ramp, as these items were ordered.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:DP
CC R. H. Baldock
S. H. Probert
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
DEC 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

168-D

605 Weatherly Bldg.
Dec. 3, 1937

26-1024

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please send me a record of Project Expenditure Authorizations for the Ross Island Bridge-Schiller St. Contract, No. 1916.

After we received this record from you, we were advised that there were two additional items in the original authorization, namely, relocating streetcar tracks, $4480, and re-establishing water mains, $5500.

Recently charges for relocating streetcar tracks have been transferred to Milwaukie Avenue Viaduct charges. Apparently it will be necessary to request an increased authorization.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
O. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
OREGON STATE HIGHWAY COMMISSION
BUREAU OF PUBLIC ROADS
SALEM
DISTRICT NO. 1

IN REPLY PLEASE
POST REFER TO FILE NO.
PORTLAND, OREGON

RECEIVED
NOV 19 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1937
FOR FILING
IN REPLY PLEASE
REFER TO FILE No.
168-8

605 Weatherly Bldg.
November 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith six copies of the following Price Agreements on the Ross Island-Schiller St. Contract, No. 1916:

(1) Price Agreement No. 10 for the revision of drainage system in viaduct and wall section, totalling $153.25

(2) Price Agreement No. 11 for cement adjustment in favor of the state, totalling $2254.65

(3) Price Agreement No. 12 to cover the furnishing of high early strength cement and lamp black. High early strength to cost the state 40¢ per barrel more than standard and lamp black to cost 25¢ a lb.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

NOTED

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 168-D

POST OFFICE BUILDING
PORTLAND, OREGON

November 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 168-D, Milwaukie Avenue Overpass, East Portland-Oregon City Highway, was made by a representative of this office on October 29, 1937. Prompt submission of the final voucher will be appreciated.

Please send us an additional copy of plan sheets 4 and 8, showing the Milwaukie Avenue separation and the Ross Island Bridge connections.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 13 1937
FOR FILING
168-D

November 9, 1937

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

The Portland Traction Company invoices T 4-77 and T 4-78 in amounts of $80.05 and $87.71, respectively, for making and installing two danger signs, for labor surfacing temporary track, and for installing lights at the Milwaukie Avenue Undercrossing, have been transferred from the Ross Island Bridge-Schiller Street Project, 26-1024, to the Milwaukie Undercrossing Project, 26-1025. Thank you for calling these charges to our attention.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. R. Parsons/ER

cc E. A. Collier

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon City,Oregon.
November 1,1937.

Mr.R.H.Baldock
State Highway Engineer
Salem
Oregon.

Dear Sir: Attention: Mr.S.H.Probert.

In line with your letter of October 29th. relative to charges for work done by the Portland Traction Company in connection with the shoofly at Milwaukie Avenue,will it not be proper to charge their invoices T 4-77 and T 4-78 to prefix 26-1025 instead of 26-1024 as has been done ?

Very truly yours,

F.T.Young

F.T.Young
Resident Engineer

cc E.A.Collier.

FORM 501-1 3M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible] GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1937

RECEIVED
NOV 8 1937
FOR FILING
168-2

605 Weatherly Bldg.
November 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: J. W. DeSouza

Dear Sir:

Your letter of October 14th received, concerning a letter from Attorney C. C. Hall relative to the Juanita Investment Company on the Ross Island Bridge-Schiller Street job.

Mr. Young called on Mr. Hall. The large hole mentioned in the garage is the back door to the garage which formerly led into the basement. Mr. Hall, when this was explained to him, said he thought the state should not be required to close this back door.

Forms for a retaining wall with vertical facing, according to the plans, were placed, but Mr. Rushlight objected to the vertical wall. The forms were then readjusted to give a batter on the front face and this 3-inch batter extends into the street at the toe. I agree with your last paragraph concerning this wall. Mr. Rushlight demanded a wall with 3-inch batter and it is impossible to make both the top and the bottom of such a wall line up with the wall to the north, which was constructed with vertical face in accordance with the plans.

Mr. Hall was to advise Mr. Young after he had talked to Mr. Rushlight and I have not heard further from him. In this connection, is the state going to try a condemnation suit for right of way immediately south of this property? If so, it might be advisable to spend some money rounding the bank and fixing up the back of Mr. Rushlight's garage, even though, as you say, this is not an obligation of the state.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:DP
CC R. H. Baldock

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NOV 2 1937
FOR FILING
168-9

November 1, 1937

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

With reference to your letter of October 28th, regarding the distribution of charge on the Portland Water Department bill for reconstructing pipe lines at Milwaukie Avenue in the amount of $910.62, we are transferring that charge to the subway prefix 26-1025 in order to get the costs grouped together.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

cc R. A. Collier

3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon.
October 28, 1937.

Mr. R. H. Baldock
State Highway Engineer
Salem
Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

On August 10th. 1937 I O.K'd. a statement from the Portland Water Department in the amount of $910.62 and charged the same to job prefix 26 1024. The bill covered the cost of rearranging water pipes on Milwaukie avenue and hanging water mains on the new viaduct. It now occurs to me that this charge should be against the bridge construction prefix, 26 1025. Will you please clear up the point.

Very truly yours,

F. T. Young
Resident Engineer.

cc E. A. Collier

1937

Form 223—5M—12-36

168-8

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 30, 1937

Section Ross Island Bridge - Schiller St.

Kind of work Grading, Paving and Structure

Highway East Portland - Oregon City

Section prefix 26-1024

Contractor Parker - Schram Company

Contract number 1916

Date of contract September 1, 1936

Date of completion September 30, 1937

Date work started September 23, 1936

Estimated date of completion October 30, 1937

Amount of contract $224,863.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 243,852.72

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 15,258.56, %

Date project was completed October 30, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On the 25th laid concrete sidewalk on west side of Milwaukie Avenue ramp. This work completed the major items of the contract and the balance of the week was spent in cleaning up the job which is completed and accepted as of this date.

Milwaukie Avenue ramp opened to traffic today.

Alexander Thompson, material checker, transferred to A. G. Skelton effective October 29th.

NOTED
H. N. HACKETT

NOTED
RAY W

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.42				1.42
Miles partially completed					
Miles completed					
Total estimated quantities	58,157				31,698
Estimated quantities moved or placed to date	58,157				31,698
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	Fair		
Saturday	Rain		

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FOR FILING

168-D

October 29, 1937

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

Reference is made to the Portland Traction Company's Invoice No. T 10-79, dated October 20, 1937, in amount of $1,279.68, covering the expense of building the Milwaukie Avenue shoofly and other railroad work in connection with the Milwaukie Avenue Undercrossing.

We have changed the cost distribution on the bill from 26-1024-580, which is the Ross Island-Schiller Street project, to 26-1025-505, which prefix is for the undercrossing project. This correction is necessary in order to have the proper charges in the cost records on this project when billing the Government for federal cooperation.

We also made the same prefix correction on the first bill, No. T 12-110, in the amount of $2,815.78.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/MR

cc Mr. R. A. Collier
Mr. O. S. Paxson

FORM B-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
[illegible], PORTLAND
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OCT 25 1937
FOR FILING
168-D

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 23 1937
OREGON
STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
505 Weatherly Bldg.
October 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith two orders for Extra Work on the Ross Island Bridge-Schiller Street job in Portland.

No. 5 is for digging out soft spots in the sub-grade and re-paving. No. 7 is for constructing brick steps from the street level to the walk at the [illegible] Peel property.

Order for Extra Work No. 6 has been prepared but is being held up for a day or so.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

FORM 5-2-1

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

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FOR FILING
168-D

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith request from the Hoffman Construction Company for a second extension of time from July 24th to August 28th for completion of their work on the Milwaukie Avenue Undercrossing. This is accompanied by the consent of the surety company and by the recommendation of the Bureau of Public Roads for the granting of this extension. I am recommending that the extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Att.
cc ~~R. S. Smith~~
Glaysor ✓

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1937
FOR FILING

164-9

October 16th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your concurrence is requested in a 30-day extension of time, from September 30th, 1937 to October 30th, 1937, on the Ross Island-Schiller Street Section, Contract 1916, Parker-Schram, contractors.

This extension is recommended without penalty for the reason that the right of way for the Milwaukie Ramp was not secured until after the first of October, and this is extra work outside the original contract. This ramp must be graded and paved with concrete, and it will not be possible to complete it before the end of the 30-day extension requested.

Mr. Schram's letter is attached giving various other reasons for the necessary extension.

Very truly yours,

R. H. B ALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

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OCT 15 1937
FOR FILING
168-D

October 14, 1937

Mr. Ralph E. Mitchell
Manager, Publicity Department
Portland Chamber of Commerce
Portland, Oregon

Dear Sir:

I will be on hand for the formal opening of that section of U. S. 99-E between Schiller Street and Ross Island Bridge, to be held October 18 at 2:00 p. m. about one block south of the Ross Island Bridge. I will be prepared to make some brief remarks, not to exceed three minutes, if you so desire.

Very truly yours,

State Highway Engineer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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OCT 15 1937
FOR FILING
168-8

RECEIVED
1937
STATE HIGHWAY COMMISSION

October 14, 1937
605 Weatherly Bldg.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: R. A. Reeves

Dear Sir:

Confirming telephone conversation with you this morning, please make the Price Agreement, dated Sept. 9th, read "No. 8". This is for moving lamp post and placing conduit on the Ross Island Bridge-Schiller Street job.

I believe this Price Agreement is still in Mr. Paxson's office.

Very truly yours,

L. A. COLLIER
DIVISION ENGINEER

LAC:DP
CC R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
OCT 16 1937
FOR FILING

168-8

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[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

PORTLAND CHAMBER OF COMMERCE

PORTLAND, OREGON.

ADDRESS ALL COMMUNICATIONS
TO THE CHAMBER

824 S.W. FIFTH AVE. AT TAYLOR
ATWATER 9411

CABLE ADDRESS: PORTOREGON
ALL STANDARD CODES

13 October 37

R. H. Baldock,
Engineer, State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

As you may have noted in the press the formal opening and dedication of the Portland-Oregon City Super-Highway from Schiller Street to the Ross Island Bridge has been set for two p.m,, October 18th, just south of the Ross Island Bridge.

This formal celebration is being sponsored by the Portland Chamber of Commerce and the East Side Commercial Club, and due to the fact that the State Highway Commission played such a large role in the completion of this splended $1,000,000, highway we would be greatful if you will take the time from your activities to be on hand at the above hour and place to make a few remarks. Marshall N. Dana, Associate Editor of the Journal, will act as Chairman at that time.

You may limit your remarks to two or three minutes if you so desire. Will you kindly let the writer know as soon as possible by letter or phone if you can be with us.

Sincerely yours,

Ralph H Mitchell

RHM-rw

Ralph H. Mitchell, Manager
Publicity Department

MEMBER
OF
CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA

FORM 2-S-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
OCT 15 1937
FOR FILING
118-9

RECEIVED
OCT 14 1937
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
October 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In compliance with your request, I met with the Chamber of Commerce yesterday afternoon. Arrangements were made to have a formal opening of the Ross Island Bridge-Schiller Street Section of the Pacific Highway East at 2:00 P.M. on Monday, October 18th.

The ceremonies will, I think, be held about one block south of the Ross Island Bridge and will include some band music and several short talks by some, or all, of the following: Commissioner Cabell, State Highway Engineer Baldock, District Engineer W. H. Lynch of the U.S.B.P.R., Mayor Carson, Dr. McDaniels, and Mr. Monte Lepper. The Chamber of Commerce is handling all details of the program, ribbon-cutting etc. They did not ask me to have any speakers' stand erected, but if this idea occurs to them we will put up a small stand.

The contractor is placing the cutback center strip today and should finish tomorrow, weather permitting. Our paint crew will start tomorrow painting the traffic stripes and our sign crew is arranging signs. We will keep this section barricaded until the formal opening and will arrange to have men at the barricades at the time of opening to move them off promptly. The Chamber of Commerce will make arrangements for City Police to direct traffic.

I think the job will be practically all cleaned up by the end of this week, except curing at the Milwaukie Ramp.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
W. O. Widdows

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OCT 13 1937
FOR FILING
168-9

October 9, 1937

Mr. L. M. Lepper
East Side Commercial Club
615 S. E. Alder Street
Portland, Oregon

Dear Sir:

I have discussed your communication of October 4 with Mr. Ray Conway and have been advised that you have selected the hour of 2:00 p. m. October 18 for the formal opening of the Portland-Oregon City super highway from Schiller Street to the Ross Island bridge. If this date is satisfactory, we can make the physical opening correspond with the formal opening.

Mr. Cabell has not returned as yet, but we expect him tomorrow. I am sure the date will be satisfactory to him.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
OCT 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

East Side Commercial Club

615 SOUTH EAST ALDER STREET • PORTLAND, OREGON • TELEPHONE NUMBER EAST 7155

OFFICERS

RAY E. GARNER, *President*
Indian Northwest Sales Co.
935 S. E. Hawthorne

ROY M. DOBIE, *1st Vice-Pres.*
East Portland Branch,
First National Bank
Weatherly Building

ADOLPH GERWIN, *2nd Vice-Pres.*
District Manager
Woodmen of the World
615 S. E. Alder Street

A. A. BINFORD, *Treasurer*
Citizens Branch
United States National Bank
S. E. Grand Avenue at Alder

DIRECTORS

O. V. BADLEY
Realtor

M. L. BEAN
Safeway Stores

DR. PAUL E. DUTTON
Dentist

W. D. GREEN
A. W. Lambert & Son

C. C. HALL
Attorney

DR. G. H. HUTHMAN
Huthman Veterinary Hospital

C. W. JEROME
Portland Forum

L. M. LEPPER
Attorney

G. H. RAWLINSON
New System Laundry

J. D. SHERMAN
Pacific Outfitting Co.

M. D. WELLS
Certified Public Accountant

DISTRICT
VICE-PRESIDENTS

B. F. BOYNTON

W. A. ELMER

AL FURRER

DR. E. G. HOUSEMAN

HENRY JACOBSON

MAX SAGNER

NICK SCHROEDER

DAVID G. WHITE

STAFF

W. W. TYLER
Executive Secretary

N. G. BAILEY
Office Secretary

October 4,1937

Oregon State Highway Commission,
Mr.R.H.Baldock,
Chief Engineer, Oregon State Highway Commission,
State Office Bldg., Salem,Oregon

Dear Sir:

We called Chairman Cabell's Office, this A.M. and they say he is out of the City until about the middle of October: What we would like is this:

Parker-Schram Co., Contractors, tell us that expect to complete the South Unit of the Portland-Oregon City Super-Highway, from Schiller St., connection to Ross Island Bridge, ready for use of the Public about Oct.15th. They have been making good progress the last ten days, and they may get it ready by that date.

The East Side Commercial Club, would be glad to have YOU and Chairman Cabell, and any others you like, as our Guests at the Club Noon Luncheon, either Wednesday Noon, Oct.27th., or Wednesday Noon, Nov.10th.1937: And speak to us on Highways Progress and the completion of this Important Union Avenue Unit; and what it means to the Public, or any other topic you prefer.

Please kindly advise if you can come, and which Date will suit you Best.

We Thank you, Yours with Best Wishes,

EAST SIDE COMMERCIAL CLUB
By
L.M.Lepper L M Lepper
Director Highways&District Improvements,
For Program Committee.

FORM D-4x4 (C) 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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- 1937
OREGON
HIGHWAY COMMISSION

RECEIVED
OCT 11 1937
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605 Weatherly Bldg.
October 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. B. Glaisyer

Dear Sir:

Your letter of October 1st received asking for recommendation on Parker-Schram's request for an extension of 30 days on the completion date of the Ross Island Bridge-Schiller Street Section, Contract No. 1916.

I recommend this extension of time without penalty for the reason that right of way for the Milwaukie Ramp was not secured until after the first of October and this is extra work outside of the original contract which the contractor has agreed to perform at his bid prices. This ramp must be graded and paved with concrete and it will not be possible to complete it before the end of the 30 day extension requested.

The traveling public has not been seriously discommoded by reason of this delay, because most of this section is a new route. Engineering expenses have been increased somewhat. However, the reasons cited for delay in the contractor's letter are substantially true and were beyond the contractor's control, in particular reasons "B" and "D".

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
OCT 13 1937
FOR FILING

168-8

October 1,1937

Mr. E. A. Collier,
Division Engineer,
Weatherly Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to the Parker-Schram Company letter of September 29th requesting an extension of time of 30 days on their contract No. 1916, Ross Island Bridge-Schiller Street Section, copy of which was mailed to you.

Will you please advise of your recommendations in connection with the above so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

October 1, 1937

Parker-Schram Company
General Contractors
Couch Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 29th ultimo requesting an extension of time of 30 days without penalty within which to complete your contract, No. 1916, for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Multnomah County.

This also acknowledges receipt of the letter of Glens Falls Indemnity Company consenting to the extention of such time without prejudice to the bond.

This matter will have the attention of the State Highway Commission at the earliest opportunity, following which I shall advise you of the action taken thereon.

Very truly yours,

HBG:AM

Secretary

Form 9-K-4 5M 6-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

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OCT 9 1937
FOR FILING
168-E

September 27, 1937

R 2860

Mr. E. A. Collier
Division Engineer
Weatherly Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Receipt is acknowledged of your letter of the twenty-third instant relative to the F. Hackett Humphrey property on the East Portland-Oregon City project, consisting of Lots 13 and 14 of Block "D", Manhattan Heights.

Our negotiations in settling for this property did not include any agreement to construct any pipe handrail on top of the retaining wall, and the department is not committed to construct any such item.

None of the rock walls had handrails before the construction of the new highway, and we know of no reason why we should construct one in this instance, and we agree with you that if we were to place this for the Humphreys adjoining property owners would have some standing to make similar requests. It would not be our recommendation that the work be done.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
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168-8

605 Westerly Bldg.
September 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith six signed copies of Price Agreement No. 5 on the Ross Island Bridge-Schiller St. Project, Contract 1916.

In compliance with your letter of September 15th, the following explanation is given for the two items covered:

The contract provided for salvaging the lamp post on the Brooklyn ramp, located approximately 75 ft. east of Station 555. It was necessary to move this post on account of new sidewalk and grade location. It appeared desirable to re-install this post at the new location and grade in the same vicinity and make electrical connections. The agreed price is $76.20. The original plans did not provide for any electrical conduit along the east side of the highway, but it appeared desirable to place an electrical conduit under all paved streets and paved driveways along the east side of the highway from the Ross Island Bridge at the north end of the project south to the south end of the retaining wall at Station 540+50 and to place at the latter station a conduit across the highway under the pavement. The placing of this conduit now will permit installation later of lights along this side of the highway without the necessity of cutting the pavement.

In order to cover the paved areas mentioned above, it was necessary to install approximately 500 ft. of galvanized iron conduit and the agreed price is 0.4726¢ per lineal foot, or an approximate total of $236.30 for this item. The total for the above two items on Price Agreement No. 5 is $312.50.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

1937

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 8 1937

FOR FILING
168-8

605 Weatherly Bldg.
September 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. F. DeSouza

Dear Sir:

Mrs. Humphrey from whom we obtained some right of way for the Ross Island-Schiller St. Project in the vicinity of Station 547 has talked to Mr. F. T. Young and to Contractor Parker, stating that she thinks the state should construct a pipe hand-rail on top of the retaining wall as a matter of safety. As far as I know our agreement does not cover construction of this pipe rail and we will not install it unless you so instruct. The price bid for pipe hand-rail, of which some is to be placed on the job at the Brooklyn St. ramp, is $2.60 per lineal foot.

It would appear that if we place this for the Humphreys we would have to place similar fence for the adjoining owners and this would run to several hundred dollars. Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING
168-8

September 20th, 1937

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

This is your authority to omit the concrete steps shown at the Sixteenth Street intersection of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway, if you can secure the approval of the City of Portland to the omission.

I believe Mr. Apperson will approve if you prove the hazard incidental to the stopping of vehicles to use these steps or to crossing the highway on Sixteenth Street.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. M. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-D

605 Weatherly Bldg.
Sept. 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: George H. Otten

Dear Sir:

At your early convenience please place top soil and seed on the parking area in front of the Schumaker property at the new Milwaukie Avenue Viaduct. This parking is at the southeast corner of the viaduct and I wish you would also place some fertiliser and grass seed on the front slope of the Schumaker property where, they state, a bare spot was caused by leaving lumber during removal of shoo-fly. We have excavated all sand and gravel from the parking strip so that it is ready for top soil.

Charges for this work, which should not be very large, can be made to 26-1025-833, which is for constructing temporary bridges and detours and the repair of this parking area is necessary on account of the construction over it of the shoo-fly for the street-car tracks.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC S. H. Probert
J. T. Skelton
F. T. Young
G. S. Paxson

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

RECEIVED
OCT 7 1937
FOR FILING
168-2

OREGON STATE HIGHWAY COMMISSION

TRAFFIC ENGINEERING DEPARTMENT
SALEM

September 18, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. C. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Collier's letter of Sept. 10, addressed to you with a copy to the undersigned, and in regard to the elimination of the steps for pedestrians at the intersection of S. E. Sixteenth Avenue and the highway now under construction.

I have inspected this crossing and agree with Mr. Collier that the steps should be eliminated if possible. It does not appear there is any great necessity for stair steps at this place and if they are installed there will be not only the hazard of pedestrians crossing the busy highway, but also it is probable it will be an inducement for deliverymen and others to park their cars at the bottom of the steps while making deliveries to and visiting the houses on Sixteenth Avenue.

It is my recommendation the steps be eliminated.

Very truly yours,

JOHN BEAKEY
Traffic Engineer

JB:JJ
cc. R. H. Baldock
E.A. Collier
F. T. Young

NOTED
State Highway Engineer

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 18 1937

768-2

605 Weatherly Bldg.
Sept. 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith application from the Hoffman Construction Company for an extension of the completion date on the Milwaukie Avenue Viaduct, Contract No. 1915, from July 24 to August 28, 1937. Consent of surety company for this extension is also attached.

The reasons for final delay are as set forth in Mr. Hoffman's letter. The work could have been finished sooner if Mr. Hoffman had started sooner in January and February this year.

However, I recommend the extension of time without penalty.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:DP
Encl.
CC R. H. Baldock
H. [illegible]. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM
PORTLAND, OREGON
605 Weatherly Bldg.

September 9, 1937

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1937
FOR FILING
168-B

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith six copies of a Price Agreement covering construction of white curb on the Ross Island Bridge-Schiller St. Project adjacent to the Milwaukie Avenue Undercrossing. Under the terms of this Price Agreement, Parker-Schram are to construct 64 lin. ft. of white curb at $1.315 per ft., totaling $84.16.

You will also find herewith six copies of a Price Agreement covering the moving of a lamp post and placing an electric service conduit on the Ross Island Bridge-Schiller Street Project. The lump sum agreed on for moving the light post is $76.20 and for the conduit the agreed price is $.4726 per lin. ft., totaling about $236.30.

Very truly yours,

E. A. Collier

NOTED

E. A. COLLIER
DIVISION ENGINEER

EAC:DP ✓
CC R. H. Baldock
G. S. Paxson
Encl.

NOTED
State Highway Engineer

FORM 2-5-1 1M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

Sept. 9, 1937

RECEIVED
SEP 11 1937
FOR FILING

168-8

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We expect to complete placing concrete pavement on the Ross Island Bridge-Schiller Street Section on or about September 30th and should have this section open for traffic on October 15th.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. F. Cabell
H. G. Smith

NOTED
State Highway Engineer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
W. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 9 1937
FOR FILING

118-8

RECEIVED
SEP 4 1937
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
September 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. A. Gardiner

Dear Sir:

Your letter of September 2nd received, giving the number assigned to the price agreement for the remaking of structural steel details for the Milwaukie Avenue Undercrossing. We have numbered this price agreement and also have corrected the contract number to 1915 instead of 1916.

Copies have been sent to J. T. Skelton and L. H. Hoffman.

Very truly yours,

. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 21 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2? 1937
FOR FILING
168-8

Oregon WPMH 148-D
Ross Island Bridge-Schiller Street Section
East Portland-Oregon

605 Weatherly Bldg.
August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Confirming telephone conversation with you, Al Johnson reports that Electrician Grasle is ready to hook up lights at Ross Island Bridge ramps. He finds that the power at the light posts on the bridge is being paid for by Multnomah County and that the city is supposed to pay for these lights on our new ramp.

The city, through Mr. Fowler, does not wish to have these lights hook up with the county, although it appears to me that the city could pay the county on a proportional basis according to the total watts for lights installed. The city lighting expert, Mr. Lundell, is in Europe.

We expect to pour the last part of the Brooklyn ramp Monday and it could be opened one week later. Full use of the Union Avenue Viaduct cannot be made, of course, until the Ross Island Bridge-Schiller Street Section is opened, which probably be early in October.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
AUG 16 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMH 168-D
Ross Island Bridge-Schiller Street section
East Portland-Oregon City Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

[illegible] 7237

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPMH 168-D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of July, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 4th day of December, 1933, a revised project statement, which was approved by the Secretary on the 21st day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 11th day of June, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred seventy thousand and 00/100 dollars ($170,000.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.) and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 173, laws 1917; Chap. 21, laws 1930; Chap. 88, laws 1931.
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 493+85.6 near SE 19th Avenue and survey station 557+00, the beginning of Section I of said project near east end of the Ross Island Bridge in Portland

, length 1.203 miles, in Multnomah County, being Section D of Oregon U.S. Works Program/ Highway project No. WPMH 142, consisting of 1.203 miles of roadway and one ~~bridges each~~ underpass structure* of more than 20 feet clear span, ~~of a mile in length~~.

8—6513

* not included in project length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of one hundred seventy thousand and 00/100 dollars ($170,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred thirteen thousand, eight hundred thirty three and 00/100 dollars ($313,833.00), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

~~ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~
(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the City of Portland pursuant to its agreement dated June 15, 1936 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. [illegible]-169-D State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $[illegible] as the total estimated cost of said project, and the sum of $170,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4830

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

164-8

July 19, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith a Record of Extra Work Bills on the Milwaukie Avenue Contract, No. 1915. Mr. J. T. Skelton did not have this prepared when the Estimate was sent in and he states that the use of this Form has not been required recently. Will you please advise concerning this and attach this record to the Estimate going through.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

RECEIVED
JUL 20 1937
STATE HIGHWAY COMMISSION

NOTED

FORM 9-A-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

168-8

July 19th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
STATE HIGHWAY COMMISSION

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

The Ross Island Sand & Gravel Company is very much worried about their driveways leading to their plant and request that High-Early strength be used so that the driveways can be opened within 24 hours.

The Ross Island people were very accommodating in the sale of their right of way, and every step should be taken to facilitate ingress to their plant. Please consult with the contractors and the testing department to obtain a mix which will permit travel at the earliest practical time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓
Ross Island Sand & Gravel Co.

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 12 1937
FOR FILING
168-B

July 10, 1937

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Do you see any objection to stripping the retainin wall on Schiller St.-Ross Island Bridge Section after four days, if the contractor covers it with cotton blankets and keeps it damp for curing, for a total of a ten day period?

On the Milwaukie Avenue Viaduct, would there be any objection to stripping the supporting sidewalk forms at fourteen days? This concrete has been tested about 2500 lbs. at seven days and the early removal of false work will expedite completion of the job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

WMD:DP
CC R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

RECEIVED
JUN 23 1950
FOR FILING

[illegible] PCH-168-F

1916

NOTED

June 21, 1950

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Final Report on Use of Cotton
Mats For Curing Pavements,
F. A. No. 132-F, F. A. No. 168-B

The contract for the paving of the Ross Island Bridge-Schiller Street Section of US99E (WPMH 168-B) was awarded to the Parker-Schram Company in September 1936, and the pavement was laid in the summer of 1937. This contract provided that the contractor would be furnished, without cost, 1,000 cotton mats weighing approximately [illegible] ounces per square yard when dry. These mats were used in the curing of the concrete pavement in accordance with the following specifications:

"The concrete pavement to be constructed under this contract shall be cured in the manner described in the following paragraphs.

"As soon after the finishing of the concrete as the condition of the concrete will permit, the pavement shall be covered with wet cotton mats, which mats shall be left in place on the pavement for at least seventy-two (72) hours, during which time they shall be kept continuously saturated with water.

"At the expiration of the 72-hour period above referred to, the mats may be removed from the pavement and moved ahead for further use. No further curing treatment will be required, but no traffic shall be permitted to come upon the pavement until the pavement is aged at least ten (10) days, and for a longer period if it is found that the concrete does not reach a compressive strength of 3,000 pounds per square inch in that period.

"The cotton mats to be used in the curing work shall be approximately six (6) feet in width by a length approximately two and one-half (2.5) greater than the width of pavement to be cured. Their dry weight shall be approximately [illegible] ounces per square yard.

"One thousand (1,000) mats of the kind required will be furnished to the contractor without charge, 800 of them being 12.5 feet in length and 200 of them being 22.5 feet in length. The mats willbe delivered to the contractor F.O.B. Portland some time in July or August 1936, and shall be held in storage by him until required. As each mat can be used several times, the 1,000 mats being furnished to the contractor should be more than will be required for the curing of all pavement to be placed under the contract."

The mats were furnished in two sizes, 800 of them being 5'-9" x 12'-6" and 200 being 5'-9" x 22'-6". The size of the mats had very little bearing on the cost per square yard for handling, as the larger mats required more men to handle them than did the smaller size. It generally required four men to place the smaller-size mats. The pavement was laid in 11-foot strips, so that the 12'-6" size was more convenient as they were placed crosswise of the strip. As soon as the pavement had set sufficiently to permit covering without marking the surface, the mats were placed in position. These mats were saturated with water before placing, which procedure was found essential if the mat was to be placed early enough after the finish of the concrete surface to provide adequate curing conditions.

The contract for this section called for delayed finishing in order to remove any irregularities left by the finishing machine. The curing mats were left in position until the surface was ready for this delayed finishing and were then removed. The original saturation of the mats provided sufficient moisture for curing during this period. After the delayed finishing was completed, the mats were replaced and left in place for 72 hours. Saturating them once each day provided sufficient moisture.

In order to contrast the curing with mats with comparable curing using burlap, a short section of burlap curing was used. It was found that, whereas the cotton mats retained moisture for 24 hours, the burlap would only hold sufficient moisture for curing for 8½ hours. Considerably less water was therefore required by the mats than would have been the case if burlap were used. On this particular job, water was available from city hydrants at a flat charge of $1.00 per day, so that the cost of the water itself was negligible.

The mats were obtained from the U. S. Government through the Agricultural Adjustment Administration, and we have no record as to their costs. However, the California Cotton Mill Company of Oakland, California, quoted a price of $0.344 per square yard for comparable mats. Nine thousand square yards of mats were used in curing the 42,000 square yards of pavement on the two projects covered by this experiment. Our resident engineer estimated that these 9,000 square yards could probably be used to cure a total of 150,000 square yards of pavement, which would make the cost per yard of pavement $0.0308. Interest on the approximately $3,000 investment, plus handling charges to and from jobs, would add in the neighborhood of another cent per square yard to the cost. The contractor advised us that the cost of labor for curing, including sprinkling truck rental, was $0.0225 per square yard, making a total cost of curing with mats of $0.0633 per square yard. This, of course, is based on the assumption that the mats would last long enough to cure the 150,000 square yards of pavement.

At the time this work was going on, the contractors were using a figure of $0.06 per square yard for the cost of curing pavement with burlap and earth. It would seem that the cost of curing pavement with cotton mats should be approximately the same as the other methods then being used. The cotton mats have certain advantages over other methods, particularly in that they can be placed in less time than either a dirt or sawdust covering, and they hold moisture 10 times as long as a burlap covering. All observations on the job indicate that the curing was comparable to the curing obtained on sections using other methods. In March 1950 this section was again examined and compared with the performance of adjacent sections, and no difference in the performance of the concrete pavement could be noticed. It can be concluded that the curing with mats resulted in a satisfactory pavement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
JUN 28 1937
FOR FILING

RECEIVED
JUN 26 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 168-D

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Enclosed, for signature and return to this office, are two copies of draft of proposed project agreement for Oregon U.S. Works Program Highway Project No. WPMH 168-D, Ross Island Bridge, Schiller Street Unit of the East Portland-Oregon City Superhighway.

One copy of the approved estimate and specifications will be forwarded you when received.

Please return the agreement, if possible, in time that we may forward it to Washington and have it executed by the Secretary by June 30th. The Bureau considers it is desirable that as much as possible of the Works Program funds should be under agreement before the end of the fiscal year.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Ron

RECEIVED
JUN 28 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 168-D

June 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Project No. WPMH 168-D
Ross Island Bridge - Schiller Street
Section of the East Portland-Ore.City Hwy.

There is enclosed herewith an approved copy of the detail estimate, upon which the project agreement was based, together with an approved copy of the specifications for the above project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer

RECEIVED
JUN [illegible] 1937
[illegible]
STATE HIGHWAY COMMISSION

Encls.

Jon

FORM 5-A-1 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 22 1937
FOR FILING
168-S

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

June 21, 1937

IN REPLY PLEASE REFER TO FILE NO.
26-1024

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith six signed copies of Price Agreement No. 2 to cover jetting fills with water to secure maximum settlement on Ross Island Bridge-Schiller Street, Contract No. 1916. Parker-Schram have made a price of 8¢ per cubic yard so that the cost of doing this work will run somewhere between $80 and $440. The contractor has placed the material in layers and compacted with tractors but we fear settlement will occur and, in particular, at the end of the walled section and under sidewalks.

On the Union Avenue Project we have had serious settlement of sidewalks in at least three places and some settlement of pavement and curb on the walled sections and these fills were placed by the contractor under close inspection and were given compaction by tractors.

I recommend this jetting work as an additional attempt to secure complete settlement in advance of construction.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
F. T. Young
Encl.

NOTED
C. B. McCullough

RECEIVED
JUL 29 1937
FOR FILING

168-D

June 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of June 11th, relative to the Ross Island Bridge-Schiller Street Project (Project WPMH 168-D), in which letter you suggest the substitution of concrete walks or bituminous surfaced footpaths for the rock surfaced footpaths provided for in the plans.

As the present estimated cost of this project is already some $70,000 in excess of the amount allocated to it, we would like, if possible, to avoid making this change. The amount of pedestrian traffic to be served is not large and until such time as considerable development of abutting properties takes place, the rock surfaced footpaths, which the plans call for, will, we feel, be reasonably adequate. As development of the abutting properties takes place, the owners of such properties will undoubtedly be required by the City to provide sidewalks the same as they are required to do on other city streets.

If it should develop after the project is in use, that the pedestrian traffic does not use the footpaths, but abandons the paths in favor of the highway pavement, thereby creating a traffic hazard, the Highway Commission will oil the footpaths or otherwise improve them to make them attractive to pedestrians. If you wish, a provision to this effect may be included in the project agreement.

We hope that with this arrangement you will permit the project to be placed under contract without change as regards footpath construction.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program project No. WPMH 168-D, the Ross Island-Schiller St. Unit of the East Portland-Milwaukie Section of the East Portland-Oregon City Super-Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Nash

The letter designation of this section has been changed from J to D. This is due to calling this project a reopening and extension of Section D. Please change your records accordingly.

When submitting the project agreement estimate, it should be segregated to show separately the portion previously improved with Federal Funds, i.e., Sta. 483+85.6 to 493+70, and the new portion or addition.

Rock footpaths are called for in the plans and estimate. These footpaths apparently do not follow dedicated streets and due to the pedestrian traffic anticipated, it is our belief that better results would be obtained if the footpaths were surfaced with bituminous concrete or cement concrete walks constructed. As you know, pedestrian traffic is reluctant to use rock paths, and under the circumstances, we believe the other types of construction would be in accordance with the Rules and Regulations. We would appreciate your views on this matter.

Copies of City resolution covering maintenance should be forwarded promptly.

Very truly yours,

W. H. LYNCH, District Engineer

By F. E. Andrews

F. E. Andrews, Sr. Hwy. Engineer

4,500 sq. yds. rock footpath
Cost \$1050
Cost of concrete \$6,300.

RECEIVED
JUL 29 1937
FOR FILING

June 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies each of special provisions, Pages 6, 12 and 13 for the Milwaukie Undercrossing Structure, Project No. WPMH 168-D, which pages contain the following revisions:

Page 6 : last paragraph revised.
Page 12: number of man-hours to be employed changed from 16,500 to 12,000.
Page 13: Paragraph added, permitting the bidder to submit his bid in combination with the roadway project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/ER

Encl.

RECEIVED

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 168-[illegible]

ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 9, 1936

60' Roadway (Sta. 483+85.6 to 495+25)(Sta. 496+95 to 556+00)

All Required		Clearing and Grubbing		$ 400.00
44,850	cu. yds.	Excavation, Single Classif.	$ 0.30	13,455.00
260	cu. yds.	Trench Excavation, 0' to 4'	0.75	195.00
1,500	cu. yds.	" " , 4' to 8'	1.00	1,500.00
400	cu. yds.	" " , 8' to 12'	2.00	800.00
700	cu. yds.	" " , 12' to 16'	3.00	2,100.00
250	cu. yds.	" " , 16' to 20'	4.00	1,000.00
9,000	yd. sta.	Overhaul	0.02	180.00
6,900	yd. mi.	Truck Haul	0.15	1,035.00
1.34	miles	Finishing Roadbed and Slopes	200.00	268.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
6,600	sq. yds.	Removal of Old Pavement	0.50	3,300.00
2,720	sq. yds.	Removal of Sidewalks	0.20	544.00
5,750	lin. ft.	Removal of Curbs	0.05	287.50
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
520	lin. ft.	6" Sewer Pipe	0.50	260.00
4,000	lin. ft.	8" " "	0.60	2,400.00
550	lin. ft.	10" " "	0.90	495.00
700	lin. ft.	12" " "	1.20	840.00
310	lin. ft.	15" " "	1.50	465.00
10	only	Special Sections of 8" Pipe	2.00	20.00
5	only	" " " 12" "	3.00	15.00
10	only	" " " 15" "	4.00	40.00
340	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	170.00
120	lin. ft.	Salvaging Sewer Pipe	0.30	36.00
55	only	Concrete Catch Basins	20.00	1,100.00
28	only	Concrete Manholes	80.00	2,240.00
200	lin. ft.	Cable Guard Fence	1.00	200.00
490	cu. yds.	Concrete Curbs	20.00	9,800.00
2,870	sq. yds.	Concrete Sidewalks	1.40	4,018.00

60	sq. yds.	Concrete Driveway Aprons	$ 1.70	$ 102.00
6,840	cu. yds.	Gravel Subbase	1.00	6,840.00
1,310	cu. yds.	Rock Base	1.50	1,965.00
100	cu. yds.	½" Rock in Footpaths	2.00	200.00
800	cu. yds.	Sand Cushion	1.00	800.00
480	cu. yds.	Filler	0.40	192.00
480	yd. mi.	Hauling Filler	0.20	96.00
31,000	sq. yds.	Portland Cement Concrete Pavement	1.70	52,700.00
3,850	lin. ft.	¾" Expansion Joints	0.20	770.00
1,240	lin. ft.	½" Expansion Joints	0.15	186.00
17,800	lin. ft.	Contraction Joints	0.05	890.00
19,000	only	Dowels	0.20	3,800.00
17,500	lbs.	Tie Bars	0.06	1,050.00
1,960	tons	Class "A" Asphaltic Concrete	5.50	10,780.00
250	tons	Cutback Asphalt Wearing Surface	5.50	1,375.00
10,840	sq. yds.	Surface Finish Coat	0.05	542.00
4,000	cu. yds.	Structural Excavation	2.00	8,000.00
100	cu. yds.	Excavation Below Plans	5.00	500.00
3,400	cu. yds.	Class "B" Concrete	21.00	71,400.00
670,000	lbs.	Metal Reinforcement	0.05	33,500.00
1,600	lin. ft.	Concrete Handrail	4.50	7,200.00
180	lin. ft.	Metal Pipe Handrail	3.00	540.00
			Subtotal	$ 250,971.50
All Required		Move and Reestablish Water System		5,500.00
			Subtotal	$ 256,471.50
			10% Engr. & Conts.	25,647.15
			Total	$ 282,118.65

Length 1.345 miles

Cost per mile $209,753.64

Alt Roadway (Sta. 495+25 to 496+25) (Sta. 556+00 to 557+00)

All Required		Clearing and Grubbing		$ 20.00
14,500	cu. yds.	Excavation, Single Classif.	$ 0.30	4,350.00
100	cu. yds.	Trench Excavation, 4' to 8'	1.00	100.00
20,000	yd. sta.	Overhaul	0.02	400.00
2,100	yd. mi.	Truck Haul	0.15	315.00
.05	mile	Finishing Roadbed and Slopes	200.00	10.00
1,100	sq. yds.	Removal of Old Pavement	0.50	550.00
280	sq. yds.	Removal of Sidewalks	0.20	56.00
550	lin. ft.	Removal of Curbs	0.05	27.50
190	lin. ft.	10" Sewer Pipe	0.90	171.00

10	cu. yds.	Concrete Curbs	$20.00	$ 200.00
130	sq. yds.	Concrete Sidewalks	1.40	182.00
160	cu. yds.	Gravel Sub-base	1.00	160.00
20	cu. yds.	Rock Base	1.50	30.00
90	cu. yds.	Sand Cushion	1.00	90.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
1,300	sq. yds.	Portland Cement Concrete Pavement	1.70	2,210.00
150	lin. ft.	3/4" Expansion Joints	0.20	30.00
360	lin. ft.	½" Expansion Joints	0.15	54.00
700	lin. ft.	Contraction Joints	0.05	35.00
800	only	Dowels	0.20	160.00
500	lbs.	Tie Bars	0.06	30.00
40	tons	Class "A" Asphaltic Concrete	5.50	220.00
10	tons	Outback Wearing Surface	5.50	55.00
160	sq. yds.	Surface Finish Coat	0.05	8.00
1	only	Pedestrian Subway		4,000.00
			Subtotal	$13,429.50
			10% Engr. & Cont.	1,342.95
			Total	$14,772.45

Length	0.038 mile
Cost per mile	$388,748.68

Milwaukie Undercrossing

(Roadwork Contract)

650	cu. yds.	Excavation, Single Classification	$0.30	$ 195.00
70	cu. yds.	Rock Base	1.50	105.00
40	cu. yds.	½" Rock in Footpaths	2.00	80.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 386.00

(Structure Contract)

350	cu. yds.	Structural Excavation	$2.00	$ 700.00
30	cu. yds.	Structural Excavation Below Plans	5.00	150.00
1,350	cu. yds.	Class "A" Concrete	20.00	27,000.00
260	cu. yds.	Class "D" Concrete	22.00	5,720.00
125,000	lbs.	Metal Reinforcement	0.05	6,250.00
325,000	lbs.	Structural Steel	0.07	22,750.00
450	lin. ft.	Concrete Handrail	5.00	2,250.00

14 tons	Class "B" Asphaltic Concrete	$ 8.00	$ 112.00
All Required	Electric Wiring		200.00
2,400 cu. yds.	Excavation in Backfill	0.50	1,200.00
			$ 66,332.00
All Required	Move and Reestablish P.E.P. Co. Tracks and Power Lines		$ 4,480.00
All Required	Move and Reestablish Water System		$ 765.00
	Subtotal		$ 71,963.00
	10% Engr. & Cont.		7,196.30
	Total		$ 79,159.30

Length of Structure 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	[illegible] Funds	State Funds
60' Roadwork	$ 282,118.65	$ 75,021.50	$ 207,097.15
48' Roadwork	14,772.45	3,928.32	10,844.13
Milwaukie Undercrossing	79,159.30	21,050.18	58,109.12
	$ 376,050.40	$ 100,000.00	$ 276,050.40

	60' Roadway	48' Roadway	Milwaukie Undercrossing
Estimated Labor Required	117,000 M.H.	6,100 M.H.	26,000 M.H.
Cost of Labor	$ 76,000	$ 4,000	$ 22,000
Cost of Materials	$ 83,000	$ 4,000	$ 25,000

MOVE AND REESTABLISH CITY OF PORTLAND

WATER SYSTEM

PROJECT NO. [illegible] 168-F

(Work to Be Performed by City of Portland Forces)

Work Chargeable to Roadwork

Lower 500 lin. ft. 6" Corrugated Iron Main (S. E. 16th Ave.)	$ 400.00
Remove and Relay 250 lin. ft. 2" Pipe (S. E. Long Street)	180.00
Remove and Relay 120 lin. ft. 6" Pipe (S. E. Long St)	430.00
Remove 200 lin. ft. and Relay 120 lin. ft.	50.00
Relocate Hydrant (S. E. Long Street)	1,768.00
Remove and Relay 1,360 lin. ft. 4" Pipe (S. E. Holgate to Center)	363.00
Remove and Relay 165 lin. ft. 8" Pipe (S. E. 7th & Rhone)	50.00
Abandon 400 lin. ft. 6" Main (Station 544 to 550)	836.00
Relay 380 lin. ft. 8" Main (" " " ")	125.00
Relocate Hydrant (" " " ")	50.00
Abandon 210 lin. ft. 8" Main (" " " ")	462.00
Relay 210 lin. ft. 8" Main (" " " ")	400.00
Renew 18 Services	180.00
Extend and Relocate Meter, 3 Services	146.00
Kill 7 Services	60.00
Relay 3 Services	
	$5,500.00

Work Chargeable to Milwaukie Undercrossing Structure:

Remove and Relocate 180 lin. ft. 10" Main	$ 765.00

MOVE AND REESTABLISH P. E. P. CO. TRACKS

AND POWER LINES AT MILWAUKIE UNDERCROSSING

Project No. WPGM 162-J

(Work to be Performed by RR Co's. Forces)

Remove Tracks and Construct Shoo-fly....................	$ 2,940	
Remove Shoo-fly..	200	
Salvage...	Cr. 680	
		$ 2,460
Furnish Rails and Structure..		$ 525
Relay Tracks adjacent to Structure..		1,465
		$ 4,450

Oregon State Highway Department

U. S. Works Program
Project No. WPSH 168-J

ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 9, 1936

60' Roadway (Sta. 483+85.6 to 495+25)(Sta. 496+95 to 556+00)

All Required		Clearing and Grubbing		$ 400.00
44,850	cu. yds.	Excavation, Single Classif.	$ 0.30	13,455.00
260	cu. yds.	Trench Excavation, 0' to 4'	0.75	195.00
1,500	cu. yds.	" " , 4' to 8'	1.00	1,500.00
400	cu. yds.	" " , 8' to 12'	2.00	800.00
700	cu. yds.	" " , 12' to 16'	3.00	2,100.00
250	cu. yds.	" " , 16' to 20'	4.00	1,000.00
9,000	yds. sta.	Overhaul	0.02	180.00
6,900	yds. mi.	Truck Haul	0.15	1,035.00
1.34	miles	Finishing Roadbed and Slopes	200.00	268.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
6,600	sq. yds.	Removal of Old Pavement	0.50	3,300.00
2,720	sq. yds.	Removal of Sidewalks	0.20	544.00
5,750	lin. ft.	Removal of Curbs	0.05	287.50
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
520	lin. ft.	6" Sewer Pipe	0.50	260.00
4,000	lin. ft.	8" " "	0.60	2,400.00
550	lin. ft.	10" " "	0.90	495.00
700	lin. ft.	12" " "	1.20	840.00
310	lin. ft.	15" " "	1.50	465.00
10	only	Special Sections of 8" Pipe	2.00	20.00
5	only	" " " 12" "	3.00	15.00
10	only	" " " 15" "	4.00	40.00
340	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	170.00
120	lin. ft.	Salvaging Sewer Pipe	0.30	36.00
55	only	Concrete Catch Basins	20.00	1,100.00
28	only	Concrete Manholes	80.00	2,240.00
200	lin. ft.	Cable Guard Fence	1.00	200.00
490	cu. yds.	Concrete Curbs	20.00	9,800.00
2,870	sq. yds.	Concrete Sidewalks	1.40	4,018.00

60	sq. yds.	Concrete Driveway Aprons	$ 1.70	$ 102.00
6,840	cu. yds.	Gravel Subbase	1.00	6,840.00
1,310	cu. yds.	Rock Base	1.50	1,965.00
100	cu. yds.	½" Rock in Footpaths	2.00	200.00
800	cu. yds.	Sand Cushion	1.00	800.00
480	cu. yds.	Filler	0.40	192.00
480	yd.-mi.	Healing Filler	0.20	96.00
31,000	sq. yds.	Portland Cement Concrete Pavement	1.70	52,700.00
3,850	lin. ft.	½" Expansion Joints	0.20	770.00
1,240	lin. ft.	¼" Expansion Joints	0.15	186.00
17,800	lin. ft.	Contraction Joints	0.05	890.00
19,000	only	Dowels	0.20	3,800.00
17,500	lbs.	Tie Bars	0.06	1,050.00
1,960	tons	Class "A" Asphaltic Concrete	5.50	10,780.00
250	tons	Cutback Asphalt Wearing Surface	5.50	1,375.00
10,840	sq. yds.	Surface Finish Coat	0.05	542.00
4,000	cu. yds.	Structural Excavation	2.00	8,000.00
100	cu. yds.	Excavation Below Plans	5.00	500.00
3,400	cu. yds.	Class "D" Concrete	21.00	71,400.00
670,000	lbs.	Metal Reinforcement	0.05	33,500.00
1,600	lin. ft.	Concrete Handrail	4.50	7,200.00
180	lin. ft.	Metal Pipe Handrail	3.00	540.00
			Subtotal	$ 250,971.50
All Required		Move and Reestablish Water System		5,500.00
			Subtotal	$ 256,471.50
			10% Engr. & Cont.	25,647.15
			Total	$ 282,118.65

Length 1.345 miles

Cost per mile $209,753.64

[illegible] Roadway (Sta. 495+25 to 496+25)(Sta. 556+00 to 557+00)

All Required		Clearing and Grubbing		$ 20.00
14,500	cu. yds.	Excavation, Single Classif.	$ 0.30	4,350.00
100	cu. yds.	Trench Excavation, 4' to 8'	1.00	100.00
20,000	yd. sta.	Overhaul	0.02	400.00
2,100	yd. mi.	Truck Haul	0.15	315.00
.05	mile	Finishing Roadbed and Slopes	200.00	10.00
1,100	sq. yds.	Removal of Old Pavement	0.50	550.00
280	sq. yds.	Removal of Sidewalks	0.20	56.00
550	lin. ft.	Removal of Curbs	0.05	27.50
190	lin. ft.	10" Sewer Pipe	0.90	171.00

10	cu. yds.	Concrete Curbs	$20.00	$ 200.00
130	sq. yds.	Concrete Sidewalks	1.40	182.00
160	cu. yds.	Gravel Sub-base	1.00	160.00
20	cu. yds.	Rock Base	1.50	30.00
50	cu. yds.	Sand Cushion	1.00	50.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
1,300	sq. yds.	Portland Cement Concrete Pavement	1.70	2,210.00
150	lin. ft.	3/4" Expansion Joints	0.20	30.00
360	lin. ft.	½" Expansion Joints	0.15	54.00
700	lin. ft.	Contraction Joints	0.05	35.00
800	only	Dowels	0.20	160.00
500	lbs.	Tie Bars	0.06	30.00
40	tons	Class "A" Asphaltic Concrete	5.50	220.00
10	tons	Outback Wearing Surface	5.50	55.00
160	sq. yds.	Surface Finish Coat	0.05	8.00
1	only	Pedestrian Subway		[illegible],000.00
			Subtotal	$13,429.50
			10% Engr. & Cont.	1,342.95
			Total	$14,772.45

Length 0.038 mile
Cost per mile $388,748.68

Milwaukie Undercrossing

(Roadwork Contract)

650	cu. yds.	Excavation, Single Classification	$0.30	$ 195.00
70	cu. yds.	Rock Base	1.50	105.00
40	cu. yds.	½" Rock in Footpaths	2.00	80.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 386.00

(Structure Contract)

350	cu. yds.	Structural Excavation	$2.00	$ 700.00
30	cu. yds.	Structural Excavation Below Plans	5.00	150.00
1,350	cu. yds.	Class "A" Concrete	20.00	27,000.00
260	cu. yds.	Class "D" Concrete	22.00	5,720.00
125,000	lbs.	Metal Reinforcement	0.05	6,250.00
325,000	lbs.	Structural Steel	0.07	22,750.00
450	lin. ft.	Concrete Handrail	5.00	2,250.00

14 tons	Class "B" Asphaltic Concrete	$ 8.00	$ 112.00
All Required	Electric Wiring		200.00
2,400 cu. yds.	Excavation in Backfill	0.50	1,200.00
			$ 66,332.00
All Required	Move and Reestablish P.E.P. Co. Tracks and Power Lines		$ 4,480.00
All Required	Move and Reestablish Water System		$ 785.00
		Subtotal	$ 71,963.00
		10% Engr. & Cont.	7,196.30
		Total	$ 79,159.30

Length of Structure 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	WPA Funds	State Funds
60' Roadway	$ 282,118.65	$ 75,021.50	$ 207,097.15
48' Roadway	14,772.45	3,928.32	10,844.13
Milwaukie Undercrossing	79,159.30	21,050.18	58,109.12
	$ 376,050.40	$ 100,000.00	$ 276,050.40

	60' Roadway	48' Roadway	Milwaukie Undercrossing
Estimated Labor Required	117,000 M.H.	6,100 M.H.	26,000 M.H.
Cost of Labor	$ 76,000	$ 4,000	$ 22,000
Cost of Materials	$ 83,000	$ 4,000	$ 25,000

RECEIVED
JUL 29 1937
FOR FILING

11

June 11, 1937.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Ross Island-Schiller Street Section, Project No. WPMH 168-D. In accord with your request, this estimate has been revised to segregate the work on the section from Sta. 483+85.6 to 493+70.

Since there is only one remaining U. S. Works Program Project to be placed under contract, we have increased the funds requested on this project to $170,000. Our records indicates an additional balance of $11,749.65 which should be adequate for the remaining project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 168-B

ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 9, 1937

COMPLETED FEDERAL AID WORK (STA. 392+44.6 TO 493+70)

Final Cost- -	$ 205,243.04
NRM Funds Paid- -	$ 198,460.39
NRM (1935) Funds Paid -	$ 5,495.00
Length- -	1.988 miles

NEW WORK

60' Roadway (Sta. 483+85.6 to 493+70)(Contract No. 1916)

All Required		Clearing and Grubbing		$ 134.00
6,450	cu. yds.	Excavation, Single Classif.	$ 0.30	1,935.00
50	cu. yds.	Trench Excavation, 0' to 4'	0.75	37.50
170	cu. yds.	Trench Excavation, 4' to 8'	0.90	153.00
30	cu. yds.	Trench Excavation, 8' to 12'	1.10	33.00
300	cu. yds.	Trench Excavation, 12' to 16'	1.50	450.00
0.19	mile	Finishing Roadbed and Slopes	600.00	114.00
600	lin. ft.	Rounding Cutbanks	0.10	60.00
600	sq. yds.	Removal of Old Pavement	0.30	180.00
660	sq. yds.	Removal of Sidewalks	0.15	99.00
850	lin. ft.	Removal of Curbs	0.05	42.50
90	lin. ft.	6" Sewer Pipe	0.35	31.50
450	lin. ft.	8" Sewer Pipe	0.50	225.00
70	lin. ft.	10" Sewer Pipe	0.75	52.50
60	lin. ft.	12" Sewer Pipe	1.00	60.00
310	lin. ft.	15" Sewer Pipe	1.25	387.50
2	only	Special Sections of 8" Pipe	1.50	3.00
10	only	Special Sections of 15" Pipe	3.50	35.00
30	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	30.00
12	only	Concrete Catch Inlets	17.50	210.00
5	only	Concrete Manholes	80.00	400.00
140	lin. ft.	Cable Guard Fence	1.25	175.00
60	cu. yds.	Concrete Curbs	12.50	750.00
600	sq. yds.	Concrete Sidewalks	1.25	750.00

700	cu. yds.	Gravel Subbase	$ 0.85	$ 595.00
60	cu. yds.	Rock Base	1.75	105.00
10	cu. yds.	4" Rock in Footpaths	2.50	25.00
100	cu. yds.	Sand Cushion	0.90	90.00
50	cu. yds.	Filler	0.50	25.00
50	gal.	Sealing Filler	0.20	10.00
3,800	sq. yds.	Portland Cement Concrete Pavement	1.65	6,270.00
450	lin. ft.	1" Expansion Joints	0.15	67.50
150	lin. ft.	½" Expansion Joints	0.10	15.00
800	lin. ft.	Contraction Joints	0.025	20.00
800	only	Dowels	0.15	120.00
1,800	lbs.	Tie Bars	0.04	72.00
220	tons	Class "A" Asphaltic Concrete	5.50	1,210.00
40	tons	Cutback Asphalt Wearing Surface	6.00	240.00
740	sq. yds.	Surface Finish Coat	0.05	37.00
10	cu. yds.	Class "D" Concrete	10.50	105.00
200	lbs.	Metal Reinforcement	0.045	9.00
		Subtotal		$ 15,453
		10% Engr. & Cont.		1,545
		Total		$ 16,998
		Length	0.186 mile	
		Cost per mile	$ 91,387	

60' Roadway (Sta. 493+70 to 495+25)
(Sta. 496+95 to 545+64.2) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 687.00
32,200	cu. yds.	Excavation, Single Classif.	$ 0.30	9,660.00
180	cu. yds.	Trench Excavation, 0' to 4'	0.75	135.00
1,110	cu. yds.	Trench Excavation, 4' to 8'	0.90	999.00
280	cu. yds.	Trench Excavation, 8' to 12'	1.10	308.00
40	cu. yds.	Trench Excavation, 12' to 16'	1.50	60.00
1,730	cu. yds.	Structural Excavation	2.50	4,325.00
40	cu. yds.	Structural Excavation Below Plans	3.50	140.00
9,000	yd. sta.	Overhaul	0.015	135.00
6,900	yd. mi.	Truck Haul	0.15	1,035.00
0.95	mile	Finishing Roadbed and Slopes	600.00	570.00
900	lin. ft.	Rounding Cutbanks	0.10	90.00
1,360	sq. yds.	Removal of Sidewalks	0.15	204.00
2,600	lin. ft.	Removal of Curbs	0.05	130.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
300	lin. ft.	6" Sewer Pipe	0.35	105.00
2,950	lin. ft.	8" Sewer Pipe	0.50	1,475.00
470	lin. ft.	10" Sewer Pipe	0.75	352.50
40	lin. ft.	12" Sewer Pipe	1.00	40.00
1	only	Special Section of 8" Pipe	1.50	1.50

295	lin. ft.	Extra for Installing Pipe Under Pavement	$ 1.00	$ 295.00
35	each	Concrete Catch Inlets	17.50	612.50
18	each	Concrete Manholes	80.00	1,440.00
60	lin. ft.	Cable Guard Fence	1.25	75.00
370	cu. yds.	Concrete Curbs	12.50	4,625.00
1,450	sq. yds.	Concrete Sidewalks	1.25	1,812.50
50	cu. yds.	Concrete Driveway Aprons	1.65	82.50
5,540	cu. yds.	Gravel Subbase	0.85	4,709.00
1,170	cu. yds.	Rock Base	1.75	2,047.50
90	cu. yds.	4" Rock in Footpaths	2.50	225.00
1,080	cu. yds.	Sand Cushion	0.50	540.00
380	cu. yds.	Filler	0.50	190.00
380	yd. mi.	Sealing Filler	0.20	76.00
23,900	sq. yds.	Portland Cement Concrete Pavement	1.65	39,435.00
2,900	lin. ft.	3/4" Expansion Joints	0.15	435.00
490	lin. ft.	1" Expansion Joints	0.10	49.00
14,000	lin. ft.	Contraction Joints	0.025	350.00
14,700	each	Dowels	0.15	2,205.00
12,200	lbs.	Tie Bars	0.04	488.00
1,600	tons	Class "A" Asphaltic Concrete	5.50	8,800.00
160	tons	Cutback Asphalt Wearing Surface	6.00	960.00
9,200	sq. yds.	Surface Finish Coat	0.05	460.00
790	cu. yds.	Class "D" Concrete	19.50	15,405.00
134,800	lbs.	Metal Reinforcement	0.045	6,066.00
540	lin. ft.	Concrete Handrail	3.60	1,944.00
				$113,888.00
All Required		Move Water System		5,500.00
		Subtotal		$119,388
		10% Engr. & Cont.		11,938.80
		Total		$131,326.80
		Length	0.950 mile	
		Cost per mile	$ 138,237	

48' Roadway (Sta. 495+25 to 496+25)
(Sta. 556+00 to 557+00) (Contract No. 1916)

All Required		Clearing and Grubbing		$ 57.00
14,500	cu. yds.	Excavation, Single Classif.	$ 0.30	4,350.00
100	cu. yds.	Trench Excavation, 4' to 8'	0.90	90.00
20,000	yd. sta.	Overhaul	0.015	300.00
2,100	yd. mi.	Truck Haul	0.15	315.00
.05	mile	Finishing Roadbed and Slopes	600.00	30.00
1,100	sq. yds.	Removal of Old Pavement	0.30	330.00

280	sq. yds.	Removal of Sidewalks	$ 0.15	$ 42.00
550	lin. ft.	Removal of Curbs	0.05	27.50
190	lin. ft.	10" Sewer Pipe	0.75	142.50
10	cu. yds.	Concrete Curb	12.50	125.00
130	sq. yds.	Concrete Sidewalk	1.25	162.50
160	cu. yds.	Gravel Subbase	0.85	136.00
20	cu. yds.	Rock Base	1.75	35.00
50	cu. yds.	Sand Cushion	0.90	45.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
1,300	sq. yds.	Portland Cement Concrete Pavement	1.65	2,145.00
150	lin. ft.	1" Expansion Joints	0.15	22.50
360	lin. ft.	½" Expansion Joints	0.10	36.00
700	lin. ft.	Contraction Joints	0.025	17.50
800	only	Dowels	0.15	120.00
500	lbs.	Tie Bars	0.04	20.00
40	tons	Class "A" Asphaltic Concrete	5.50	220.00
10	tons	Cutback Asphalt Wearing Surface	6.00	60.00
160	sq. yds.	Surface Finish Coat	0.05	8.00
1	only	Pedestrian Subway	2,600.00	2,600.00
		Subtotal		$ 11,423
		10% Engr. & Cont.		1,142
		Total		$ 12,565
		Length	0.051 mile	
		Cost per mile	$ 246,372	

54' Roadway (Sta. 545+64.2 to 556+00)(Contract No. 1916)

All Required		Clearing and Grubbing		$ 142.00
6,200	cu. yds.	Excavation, Single Classif.	$ 0.30	1,860.00
30	cu. yds.	Trench Excavation, 0' to 4'	0.75	22.50
220	cu. yds.	Trench Excavation, 4' to 8'	0.90	198.00
90	cu. yds.	Trench Excavation, 8' to 12'	1.10	99.00
360	cu. yds.	Trench Excavation, 12' to 16'	1.50	540.00
250	cu. yds.	Trench Excavation, 16' to 20'	2.00	500.00
1,870	cu. yds.	Structural Excavation	2.50	4,675.00
60	cu. yds.	Structural Excavation Below Plans	3.50	210.00
0.20	mile	Finishing Roadbed and Slopes	600.00	120.00
900	lin. ft.	Rounding Cutbanks	0.10	90.00
6,000	sq. yds.	Removal of Old Pavement	0.30	1,800.00
700	sq. yds.	Removal of Sidewalks	0.15	105.00
2,300	lin. ft.	Removal of Curbs	0.05	115.00
130	lin. ft.	6" Sewer Pipe	0.35	45.50
600	lin. ft.	8" Sewer Pipe	0.50	300.00
10	lin. ft.	10" Sewer Pipe	0.75	7.50

600	lin. ft.	12" Sewer Pipe	$ 1.00	$ 600.00
7	only	Special Sections of 8" Pipe	1.50	10.50
5	only	Special Sections of 12" Pipe	2.50	12.50
15	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	15.00
120	lin. ft.	Salvaging Sewer Pipe	0.50	60.00
8	only	Concrete Catch Inlets	17.50	140.00
5	only	Concrete Manholes	80.00	400.00
60	cu. yds.	Concrete Curbs	12.50	750.00
820	sq. yds.	Concrete Sidewalks	1.25	1,025.00
10	sq. yds.	Concrete Driveway Aprons	1.65	16.50
600	cu. yds.	Gravel Subbase	0.85	510.00
80	cu. yds.	Rock Base	1.75	140.00
90	cu. yds.	Sand Cushion	0.90	81.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,300	sq. yds.	Portland Cement Concrete Pavement	1.65	5,445.00
500	lin. ft.	¾" Expansion Joints	0.15	75.00
600	lin. ft.	½" Expansion Joints	0.10	60.00
3,000	lin. ft.	Contraction Joints	0.025	75.00
3,500	only	Dowels	0.15	525.00
3,500	lbs.	Tie Bars	0.04	140.00
140	tons	Class "A" Asphaltic Concrete	5.50	770.00
50	tons	Cutback Wearing Surface	6.00	300.00
900	sq. yds.	Surface Finish Coat	0.05	45.00
2,000	cu. yds.	Class "D" Concrete	19.50	39,000.00
405,000	lbs.	Metal Reinforcement	0.045	18,225.00
1,060	lin. ft.	Concrete Handrail	3.60	3,816.00
180	lin. ft.	Metal Pipe Handrail	2.60	468.00
			Subtotal	$ 83,529
			10% Engr. & Cont.	8,352
			Total	$ 91,881

Length 0.196 mile

Cost per mile $ 468,780

[illegible] Undercrossing

Contract No. 1916

650	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 195.00
300	lin. ft.	Removal of Street Car Tracks	0.50	150.00
70	cu. yds.	Rock Base	1.75	122.50
40	cu. yds.	3" Rock in Footpaths	2.50	100.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 574.50

Contract No. 1915

350	cu. yds.	Structural Excavation	$ 1.00	$ 350.00
30	cu. yds.	Structural Excavation Below Plane	1.50	45.00
1,350	cu. yds.	Class "A" Concrete	14.00	18,900.00
260	cu. yds.	Class "D" Concrete	17.00	4,420.00
125,000	lbs.	Metal Reinforcement	0.04	5,000.00
325,000	lbs.	Structural Steel	0.055	17,875.00
450	lin. ft.	Concrete Handrail	3.50	1,575.00
14	tons	Class "B" Asphaltic Concrete	12.00	168.00
All Required		Electric Wiring		160.00
2,400	cu. yds.	Excavation in Backfill	0.50	1,200.00
				$ 49,693.00
All Required		Move and Reestablish P. E. P. Co. Tracks and Power Lines		$ 4,480.00
All Required		Move and Reestablish Water System		$ 765.00
		Subtotal		$ 55,512
		10% Engr. & Cont.		5,551
		Total		$ 61,063

Length of Structure 0.83 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	WPGH Funds	State Funds
60' Roadway	$ 16,998	$ 9,208	$ 7,790
60' Roadway	131,326	71,138	60,188
48' Roadway	12,565	6,806	5,759
54' Roadway	91,881	49,771	42,110
Milwaukie Undercrossing	61,063	33,077	27,986
	$ 313,833	$ 170,000	$ 143,833

	60' Roadway	40' Roadway	Milwaukie Undercrossing
Estimated Labor Required	117,000 Man-hours	6,100 Man-hours	26,000 Man-hours
Cost of Labor	$ 76,000	$ 4,000	$ 22,000
Cost of Materials	$ 83,000	$ 4,000	$ 25,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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168-2

OREGON STATE HIGHWAY COMMISSION

SALEM

June 11, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Hoffman has asked Mr. Skelton and myself if they need to use ply-board for the bottom of the deck between the girders on the Milwaukie Avenue Viaduct.

This area of the bottom of the deck will be practically invisible and I should think a good job of forms would be all right without ply-board. Please advise at your earliest convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. T. Skelton

NOTED
State Highway Engineer

RECEIVED
JUN 1 1937
FOR FILING

168-D

May 29th, 1937

Parker-Schram Co.
515 Couch Bldg.
Portland, Oregon

Dear Sirs:

I wish to call your attention to more consistent operations on the Ross Island Bridge-Schiller Street project. Your time limit is July 31st, 1937, and you gave as your reason for delaying starting operations last fall that you could complete well within your time limit; therefore, I expect a consistent effort to comply with that implied promise.

It is my understanding that equipment is frequently moved from the job to be used on other work and that there is yet little attempt to carry on a consistent program. In laying 4-lane pavements a single lane at a time, a great deal of time must be necessarily lost; and therefore, the pavement should be started and carried forth consistently at the earliest possible moment. Merely because we give a reasonable time limit and allow for extensions due to delay in awarding does not mean that we can countenance dilatory operations on the part of the contractor, as we have a heavy investment in every project and expect them open to traffic as soon as consistent with economical contracting practices.

Please take immediate steps to carry on this job with forces consistent with its importance and with the time limit.

Very truly yours,

State Highway Engineer

R

JSM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

168-D

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 26 1937
FOR FILING

May 22, 1937

Mr. George H. Otten
Landscape Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

The Milwaukie Avenue Undercrossing on the Super Highway in southeast Portland requires a 1:1 slope back of the wing walls. The material is such that rip rap or slope protection will be required to retain this slope. I understand that your preliminary plans showed the planting of shrubbery on this slope. Slope protection might interfere with this and I would ask that you confer with Mr. Collier and see how this slope protection can be best adjusted to fit in with your planting. This work will have to be done in the very near future and I would ask that you do this as soon as you conveniently can.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc E. A. Collier
N. G. Smith
R. H. Baldock

FORM 5-A-1 6M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 26 1937
FOR FILING
168-8

May 22nd, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Mr. Otten approves the idea of riprapping the 1:1 slopes on the Milwaukie Avenue Crossing with gray sandstone riprap. He states it will not interfere with the planting of shrubbery and landscaping of the project.

I think the concrete blanket would be inappropriate.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM F-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 24 1937
FOR FILING

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1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
May 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Glenn S. Paxson
H. G. Smith

Dear Sir:

Some slope protection will be required for the Milwaukie Avenue Crossing. The plans show a 1:1 slope back of the wing walls. This will be fill material and will not be stable on a 1:1 slope. I understand the artist's drawing shows shrubbery on the slope. The contractor, L. H. Hoffman, offers to construct a 4" concrete blanket "Class A Concrete" at $0.31 per sq. ft. In computing this price Mr. Kremers figured on placing burlap on top of the ground to restrain the fill while placing the concrete and to reinforce the slab with 6 x 8 mesh of #12 wire. As alternate he offered to place a rock rip rap of 12" thickness at the same price, $0.31 per sq. ft. He has some rock available at present, a dense, gray sandstone from a building being torn down and would like to know as promptly as possible if we want to use the rock rip rap. He stated that he could leave pockets in the rip rap for planting with shrubbery if we wished.

I have talked with Mr. Stevenson about protection of these slopes. Please advise at your early convenience which type slope protection appears most desirable and whether we should accept Hoffman's offer to protect these slopes or do the slope protection with our own forces after Hoffman finishes. Mr. Skelton advises there is approximately 1600 sq. ft. which will require slope protection.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED

EAC:DP
CC R. H. Baldock ✓

RECEIVED
MAY 17 1937
FOR FILING
168-D

May 14, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of April 30, 1937, concerning the length of the landscaping work on Project No. NRM 168-D (1935).

The length given in the statement of completed work is in error and should be corrected to be the same as the length of project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the postscript in our letter of June 6, 1935, transmitting the proposed project agreement for Oregon USPW project NRM 168-D (1935), landscaping on the Portland section of the East Portland-Oregon City Highway.

We called attention to the discrepancy in length between your estimate of May 3, 1935, and the project agreement. Your statement of completed work submitted with the final voucher gives the length for landscaping as less than the total project length, but no indication is given as to what portion is excepted. Will you please explain the difference in lengths.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 168-D

May 3, 1937

RECEIVED
MAY 4 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the Ross Island-Schiller Street section, Oregon Federal Aid Project 168-D, the contract for this work being awarded to Parker-Schram Co. and the Hoffman Construction Co. on September 1, 1936.

We have been withholding the preparation of the project agreement awaiting receipt of the agreement estimate. As considerable work has been done on this project, and undoubtedly this will be vouchered in the near future, we would suggest that the project agreement estimate be submitted so that the agreement may be prepared.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 8-A41 · 8M · 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOM VELLE, JACKSONVILLE
H. [illegible], SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1937
FOR FILING
16X-8

XXXXXXXXXXXXXXXXXXX
Portland, Oregon
April 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

You will find attached hereto a sheet showing cross-sections of the backfill to be made for the Milwaukie Avenue structure. Four of these have been taken parallel with, and on the centerline of, the street-car tracks at each end of the structure. One more typical section has been taken at right angles to the structure.

I am sending these in compliance with our conversation and wish you would return them to us after you are through with them. You will note the top of the backfill will be about 30 ft. long, measured on the street-car tracks and about 20 ft. long at right angles to the wall. Reinforced concrete beams under the tracks have been suggested to prevent any settlement, but I concur that it will be probably just as well to very carefully tamp the sandy material and if settlement occurs proceed to raise the track at that time. To make raising of the track easy we might pave the width of the ties with two or three inches of black pavement. The remainder of the pavement will be concrete.

Very truly yours,

L. A. COLLIER
DIVISION ENGINEER

LAC:DP
CC R. H. Baldock

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 3 1937
FOR FILING

168-8

April 29, 1937

Mr. E. A. Collier
7709 S. E. 13th Avenue
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have looked into the practicability of putting a concrete girder under the street car tracks at each end of the Milwaukie Avenue Undercrossing. Such a girder would cost a considerable sum, and the result is questionable on account of the necessity of founding the outboard end of the girder on the sand fill. It seems to me that our best procedure is to tamp the backfill material as well as we can, place plenty of ballast under the street car tracks and if settlement occurs bring the street car tracks back up to grade later on. I think your suggestion of a short section of asphaltic concrete over the section of tracks near the abutment would make this resurfacing a fairly simple matter.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock

FORM B-A-1 5M 2-37

[illegible]
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
XXXXXXXXXXXXXXXXXX
Portland, Oregon

IN REPLY PLEASE REFER TO FILE NO.

April 27, 1937

RECEIVED
APR 30 193
FOR FILING
168-S

RECEIVED
[illegible] 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Your letter of April 5th received, with copy of letter from Mr. Pumphrey concerning back-filling of abutments at the Milwaukie Avenue Underpass. We have planned to use material from the bottom of the cut for back-filling. This is a sandy material and I believe the specifications providing for thoroughly tamping in six-inch layers will produce a compact fill. We can also use water and jet the fill to good advantage because the material is sandy, so that it will dry out after inundation. Hoffman's bid price for back-fill is $.50. We could obtain gravel back-fill dumped in place for $.85 from Parker-Schram and possibly for $.75 from some commercial operator. There would be, however, placing and tamping for which Hoffman would have to be paid. I doubt if the sandy fill, properly compacted, will show much more, if any more, settlement than the gravel fill.

I called Mr. Pumphrey, explaining to him our plan to use this sandy material and thoroughly compact it in six-inch layers using water. He was not interested in the material or methods, providing his company was not put to any expense for maintenance, due to settlement in time to come. As you know, it is very difficult to eliminate all settlement at a bridge end and, to the best of my knowledge, we have never entirely succeeded in securing full compaction at the time of construction.

Two methods for additional handling of the situation occur to me: (1) The construction of reinforced concrete beams under the tracks to prevent any settlement. These would be set on small footings at one end and on the bridge abutment at the other. (2) Construction and maintenance of a short section of asphaltic concrete, about three inches thick, for the width of the ties for a period of one year. At the end of this time, figure on removing pavement, rock base, and resurfacing rails to true grade and placing of concrete slab the width of the ties.

I will have cross-sections prepared showing the embankment to be placed under each of the street-car tracks and will send them to you for study. Concrete is poured up to the top of the pedestrian tunnels at present and Mr. Skelton informs me that back walls may not be poured for ten days or two weeks.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. T. Skelton

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 19 1937
FOR FILING
168-9

RECEIVED
APR 17 1937
IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
April 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith Price Agreement for labor and materials necessary for electrical work on pedestrian tunnel on Ross Island Bridge-Schiller Street Project.

The segregation of costs and increase over the original Price Agreement are set forth in Mr. Paxson's letter of April 13th, a copy of which was mailed directly to you.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓
Encl.

RECEIVED
APR 14 1937
FOR FILING

168-D

April 13, 1937

Mr. Horace O. McGinnes
c/o Walter C. Kenworthy & Co.
6637 S. E. Milwaukie Ave. at Claybourne
Portland, Oregon

Dear Sir:

Reply is made to your inquiry of the 9th instant regarding the ramp from the Super Highway to Milwaukie Avenue.

The State Highway Commission approved the construction of this ramp and it will be done in connection with the grading project that is now underway on this section. Negotiations are now being carried on for the acquisition of needed right of way. Unless the Highway Commission changes its present plans I am sure the ramp will be constructed and ready for use as soon as the balance of the road is ready for travel.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Walter C. Kenworthy & Co.
FUNERAL DIRECTORS
Established 1905
6637 S. E. Milwaukie Ave. at Claybourne
PORTLAND, OREGON

R. C. GOLLINGS, Pres.-Mgr.
M. E. GOLLINGS, V. Pres.-Sec.

Telephone Sellwood 0071

RECEIVED
APR 10 1937
STATE HIGHWAY COMMISSION

April 9,1937

State Highway Commission
Salem Oregon.

Att: Mr Glayser

Dear Sir:

Wouldy you please advise me if the ramp from the super-highway(going under Milwaukie avenue) to Milwaukie avenue south-bound has been approved by the commission.I have been appointed chairman of a ommittee for the improvement of Milwaukie avenue and have been down there several times but could not see that they are doing any work in connection with this ramp.

Thanking you in advance I am,

Very truly yours,

Horace C McGinnis

REFERRED TO
BY SECRETARY

ANSWERED
H.B.G.

FORM 2-A-1., 5M., 2-37
COMMISSIONERS.
HENRY F. CABELL, CHAIRMAN, PORTLAND.
E. B. ALDRICH, PENDLETON.
F. L. TOU VELLE, JACKSONVILLE.
H. B. GLAISYER, SECRETARY.

R. H. BALDOCK
STATE HIGHWAY ENGINEER.
SALEM.

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

April 8, 1937

RECEIVED
APR 12 1937
FOR FILING

168-8

NOTED

RECEIVED
APR 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of March 24th received concerning pavement to be replaced above the Ross Island Bridge pedestrian tunnels. We will have the contractor remove the remainder of the short pavement panel on the South half and about 13 feet of loose sidewalk on the south side of the bridge. The contractor will be paid for the work not included in the lump sum for pedestrian subway, as follows:

(1) Removal of old pavement, approximately 8 yds.
(2) Removal of sidewalk, approximately 9 yds.
(3) Portland Cement concrete pavement, 8 yds.
(4) New concrete sidewalk, approximately 9 yds.
(5) Metal reinforcement, approximately 400 lbs.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
F. T. Young
A. F. Parson

FORM 3-A-J., 5M., 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
April 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 12 1937
FOR FILING

168-8

RECEIVED
APR 10 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of March 24th received concerning pavement to be replaced above the Ross Island Bridge pedestrian tunnel. We will have the contractor remove the remainder of the short pavement panel on the south half and about 13 feet of loose sidewalk on the south side of the bridge. The contractor will be paid for the work not included in the lump sum for pedestrian subway, as follows:

1. (1) Removal of old pavement, approximately 6 yds.
2. (2) Removal of sidewalk, approximately 9 yds.
3. (3) Portland Cement concrete pavement, 6 yds.
4. (4) New concrete sidewalk, approximately 9 yds.
5. (5) Metal reinforcement, approximately 400 lbs.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
F. T. Young
A. F. Parson

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville
H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

xxxxxxxxxxxxxxxxxxxx
Portland, Oregon

April 7, 1937

RECEIVED
APR 1 6 1937
FOR FILING

168-E

In Reply Please
Refer to File No.

NOTED
Highway Engineer

RECEIVED
APR 8 1937
OREGON
STATE HIGHWAY COMMISSION

~~Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon~~

Attention: W. A. Reeves

Dear Sir:

In compliance with our telephone conversation regarding purchase of bronze name plates for Milwaukie Avenue structure, I phoned the various manufacturing companies you mentioned.

The Oregon Brass Works bid $22.00 for the two plates, with delivery in three days. The Central Brass Factory bid $22.00 with delivery in ten days. I was unable to locate the Mangus Brass Company. The Board of Control had already received a bid from the Service Bronze and Brass Company for $18.45 for the pair and they agreed to make delivery in two days. I, therefore, placed the order with them, as they were the lowest bidder and it was necessary to get quick action.

Will you please confirm this with the Board of Control and have them send a regular Purchase Order to the Service Bronze and Brass Company for $18.45 for the pair of plates?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 8-A-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXXX~~
Portland, Oregon

RECEIVED
APR 3 1937
FOR FILING

R 1 1937
COMMISSION

March 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

168-D

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Mr. J. T. Skelton says Contractor Hoffman would like to install a phone in our office at Milwaukie Avenue Crossing, installation and rental to be on a 50-50 basis. The phone would be in the contractor's name, who would pay the bill at first instance and bill us for our half, to be paid on commercial voucher.

Installation would be $3.50 and rental $8.40 per month for probably three or four months, of which our share would be half.

Mr. Skelton thinks he should have a telephone connection with his inspector at the materials plant. He can, of course, walk one block to phone at a service station or get in his car and drive a mile to either Smith's office or this office.

I am willing to approve this telephone. Do you see any objection to the above arrangement?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
cc R. H. Baldock ✓

NOTED
C. B. McC

FORM S-2-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 29 1937
FOR FILING
112-

MAR 29 1937
STATE HIGHWAY COMMISSION

~~xxxxxxxxxxxxxxxxxxxx~~
Portland, Oregon
March 27, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

When I was in George Buck's office yesterday, he asked why we had not secured a permit from Multnomah County for cutting the county's pavement at the east end of the Ross Island Bridge. As you know, this pavement was cut for a pedestrian tunnel. I was unable to answer beyond saying that plans and grades for this project were approved by the city and that apparently we had overlooked securing the county's permit and approval.

Mr. Buck said that the county issues permits for all cuts in the pavement on County Roads through the City of Portland.

I think Mr. Buck will not press the matter and suggest we do nothing further about it, but I will attempt hereafter to secure a permit from the county, in all such cases.

In this connection, Interstate Avenue from Russell to Morris is a County Road and if and when we make plans for improvement of Interstate Avenue we should secure the county's approval.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
G. S. Paxson

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 29 1937
FOR FILING

168-9

RECEIVED
MAR 29 1937
STATE HIGHWAY COMMISSION

PORTLAND, OREGON
March 27, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 29 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention G. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Herewith copy of letter from J. T. Skelton setting forth Hoffman's prices and figures for four trolley poles, copper water stops and bronze expansion plates for Milwaukie Avenue Crossing structure. Prices seem high, please check and advise. Kremers first quoted $ 780.00 for poles.

Suggest we cut out concrete poles and use longer spans for trolley wires. Think this could be worked out in safe manner satisfactory to street car people.

Skelton wrote you yesterday concerning water stop being cut by rails.

Also attached find Price Agreement forms unsigned.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC/WMD

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 22 1937
FOR FILING

168-9

IN REPLY PLEASE REFER TO FILE NO.

~~XXXXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
March 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. DeSousa

Dear Sir:

Parker-Schram have started work at the north end of the Schiller Street-Ross Island Bridge Project.

Has settlement been reached with Harris at Franklin Street? If so, please send us copy of details. Has McChesney secured a temporary easement for wall slope from the City for Harris? Yesterday some of Young's crew were asked to stay out of Harris' yard.

Also at the T. A. Humphrey property, Lots 13 and 14, Block D, Manhatten Heights, Mr. Young was advised by the lady of the house that no settlement had been made for the property. Last Sept. you wrote that it would take not to exceed 30 days to clear this property and give us possession.

Please send us copy of the option or other manner of settlement so that we can see details concerning garage etc.

Please send a copy of option from Addie L. Pool, who has property on Grand Avenue between Franklin and Brooklyn Streets.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:BP
CC R. H. Baldock ✓
H. G. Smith
F. T. Young

168-D

C
O
P
Y

Portland, Oregon
March 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Reference is made to our letter of February 24th, asking for a Record of Project Expenditure Authorizations, Form No. 346, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854.

(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881.

(3) Milwaukie Avenue Undercrossing in Portland, Contract No. 1915.

We also ask for the engineering costs from the Cost-keeper's books, in order that we may keep a field record of future engineering costs of the above projects.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
cc: R. H. Baldock

FORM 3-H-1 1500 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKS[illegible]

H. B. GLAI[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 2 1937
FOR FILING

168-D

March 1, 1937

NOTED
State Highway Engineer

Ross Island Sand & Gravel Co.
East Eighth and Boise Streets
Portland, Oregon

Attention Mr. D. L. Carpenter

Gentlemen:

We have been advised that Mr. F. T. Young, Resident Engineer, has contacted your company repeatedly requesting that the buildings at your plant be removed from the right of way limits. It also appears that Mr. E. A. Collier, Division Engineer, has discussed the question with Mr. Newell but that so far no results have been obtained.

Under the agreement executed by you under date of September 17, 1936, you agreed to immediately remove from within the limits of the tract of land described all buildings, structures, fixtures, and appurtenances of any and every nature whatsoever, so that the obligation to go forward with your part of the agreement rests squarely upon Ross Island Sand & Gravel Co.

We have cooperated with you in every possible way with regard to matters affecting your plant and now feel that you should show us the same consideration. It is hoped and expected that you will take immediate steps to clear the right of way as good weather now is approaching and our contractor may demand that he be placed in full possession of the right of way at any time.

While we would sincerely regret and long hesitate to take any such steps, we will feel free to instruct our contractor to go upon the property and, if necessary, destroy any buildings which may be in his way in order to carry out the work under his contract if attention is not given to the matter by you within a reasonable time.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. A. Collier

RECEIVED
FEB 25 1937
FOR FILING

168-D

Portland, Oregon
February 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

We would like to have a record of project expenditure authorizations, Form #546, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854. 132-7

(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881. 168-H.

(3) Milwaukie Avenue undercrossing in Portland, Contract No. 1915. 168-D

We also wish the engineering costs from the Cost Keeper's Books in Salem, up to and including January, 1937. We would like to know if this includes the January payrolls.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 17 1937
FOR FILING

168-D

RECEIVED
FEB 16 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE No.

~~XXXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
February 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Re: Milwaukie Avenue Ramp

Dear Sir:

Enclosed herewith is a tracing of the Milwaukie Avenue ramp, showing planned profile, typical section and cross-sections. F. T. Young has revised the previously submitted description so that now no fill or cut extends beyond the described area.

You will also find herewith the revised description, calculation sheet and a sketch on paper showing right of way to be acquired.

Please have the description checked and return at your earliest convenience three prints of the drawing on cloth and three of the drawing on paper. Upon receipt of these prints, F. T. Young will contact the Southern Pacific engineers and provide them with a copy.

We believe that there can be no further objection to these plans on account of the fill slopes extending beyond the right of way. In fact, you will note that all cross-sections show cut, except two.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

5-1 5M 9-36

COMMISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 15 1937
FOR FILING
168-9

February 12, 1937

Hoffman Construction Company
715 S. E. Columbia Street
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

I am advised that the only work you have yet performed on the Milwaukie Avenue Undercrossing has been the maintaining of lights and barricades.

The contract on this project was awarded you several months ago. The maritime strike has been settled and is no longer any reason for delay on this work. I notice also that in spite of the inclement weather, that you have been able to accomplish considerable work on the new Salem Postoffice and I do not see why weather can be any excuse for further delay.

We must insist that you immediately push the work on this project as per the terms of our contract with you.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD

cc R. H. Baldock ✓
J. T. Skelton
R. A. Collier

FORM 9-44 EN 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
January 18, 1937

IN REPLY PLEASE REFER TO FILE NO.

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JAN 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. F. T. Young, Resident Engineer
State Highway Department
Oregon City, Oregon

Dear Sir:

The plans for the ramp connecting the East Portland-Oregon City Highway with S. E. Milwaukie Avenue have been approved by City Engineer Apperson, with the addition, however, of a barrigade fence to be placed along the west fill slope where needed, as a protection to the public using the path, especially children.

The ramp consists of a concrete paved roadway 18 feet wide, with curbs on both sides and an oiled gravel sidewalk 4 feet wide.

Contractors Parker and Schram are willing to construct this at their regular unit contract prices and when conditions become suitable for grading they may proceed with the construction of this ramp.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

RECEIVED
JAN 14 1937
FOR FILING

168-D

January 13, 1937

Mr. E. G. Smith
Office

Dear Sir:

Herewith communication from L. G. Apperson, giving approval of plans for ramp connecting S.E. Milwaukie Avenue with the East Portland-Oregon City Highway. Please note that Mr. Apperson desires to have a barricade fence along the sidewalk. Please arrange to include this.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. L. G. Apperson
Mr. E. A. Collier

CITY OF PORTLAND
Oregon

Department of Public Works

January 5, 1936

COPY

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Att'n-Mr. E. A. Collier

Dear Sir:

In re: Ramp connecting east side super-highway with S.E. Milwaukie Ave.

Returned herewith is the approved print of plans for ramp connecting S.E.Milwaukie Ave. with the East side super highway which was recently submitted to this office for approval by Mr. E. A. Collier of your department.

The plans as submitted for a roadway 18 feet wide with curbs on both sides, and a shoulder 5 feet wide with a gravel path four feet wide are acceptable to this office. However, it is requested that a barricade fence be placed where required at the locations where the fill slope is made on the steep hillside as a protection to the public using the path, especially children. This matter was taken up with Mr. Collier and he agreed that this protecting barricade should be included for the reasons above stated.

Yours very truly,

(Sgd) L. C. APPERSON

CITY ENGINEER

JFB CH
Encls.

FORM B-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 13 1937
FOR FILING
168-8

January 11, 1937.

Hoffman Construction Co.,
715 S. W. Columbia Street
Portland, Oregon.

Gentlemen:

Please refer to our letter of January concerning the extension of time on the Milwaukie Avenue Undercrossing. In this letter it was erroneously stated that the newcompletion date would be March 15. This completion date should be July 24, 1937, and is arrived at in this way.

On Page 13 of your contract we state that if the roadway excavation is not complete at the date set in the contract, that the time will be extended in an equal amount. The completion date for this roadway excavation was originally given as August 13, 1936, but due to delay in award of the contract, the contract was amended so that this date is October 21, 1936.

The roadway excavation was completed, and you were notified to begin construction on January 7, 1937, 78 days after the October 21st date in your revised contract. Your completion date under the contract, as revised, is May 7, 1937. Therefore 78 days changes the completion date to July 24, 1937.

Please get consent from your bonding company for this extension at which time it will be referred to the Commission with recommendation for their concurrence.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
J. T. Skelton

Chas. T. [illegible]
[illegible] Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS
Couch Building
Portland, Oregon

RECEIVED
JAN 5 1937
FOR FILING

164-B

December 31, 1936

NOTED
State Highway Engineer

E. A. Collier, Division Engineer
State Highway Commission
Portland, Oregon

Dear Sir:

We have for acknowledgement your letter of December 21st concerning completion of excavation at the site of the Milwaukie Avenue Viaduct Structure (Station 495+30 to 497+30) required under our Contract of September 1, 1936, for the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway.

We thank you for the compliment contained in the last paragraph of your letter, but a proper sense of modesty forces us to admit that we have our limitations and one of these, based on long and at times expensive experience, has very definitely proven to be the ability to satisfactorily and economically carry on operations involving the use of a large power shovel in an earth cut, the removal of excavated materials in trucks over a soft clay grade, and the disposition of such material in the fill, during periods of excessive rainfall in the middle of winter.

We find that we moved into this cut on November 9th and operated continuously, including Sunday until November 16th when we were forced to shut down for 2½ days because of rain. We started again on the 19th, operated for two days when it was again necessary to discontinue in order to permit the Pacific Telephone & Telegraph Company to complete the cut over of their cables that were installed in Duct under the East parking strip along Milwaukie Avenue. This work was completed during the forenoon of the 25th and we immediately resumed operations, continuing until 11:30 A.M. on the 29th when we were again forced to shut down as the result of a broken power take-off gear on the shovel. Before this repair was completed, the rains had started and we have been unable so far to resume digging at that location. Foreseeing the probable delay on account of the telephone cable, we persistently urged that this work be placed on a three shift basis, but without success. The resulting delay of 4½ days in our operations, during which period the shovel was moved out and worked elsewhere on the contract, would have provided ample time to complete the Milwaukie Avenue excavation.

Concerning the suggested possible methods of performance mentioned in your letter and discussed with the writer at the site of the work:

1. Use of dragline excavation at top of cut - - This would have been a slow, difficult method due to the depth of cut and distance from the bank, almost prohibitive in cost, and would not permit completion of the excavation because of limited space for tail swing along the shoo-fly track. Also your advise that you could not authorize payment of the additional cost that we would incur through this method of handling.

2. Place gravel sub-base from Long Street into the cut 1' deep and 20' wide over which to haul material - - The Specifications provide that gravel

subbase shall be obtained from a dry bank gravel deposit and that water washed gravel will not be acceptable. We have learned from past experience that such material is not suitable for hauling over in wet weather as the quantities of clay contained therein and desirable for gravel subbase creates a slippery, rolling mass that will not bind and cuts up badly under heavy truck traffic. Furthermore, the sub-grade on Long Street has been so badly damaged from some truck becoming mired there that in our opinion the use of this outlet would be impossible until Spring unless the present material were entirely dug out and replaced with rock or coarse gravel.

3. The use of shovel and carry-all to pile the material on the new grade 200' north of Milwaukie Avenue was eliminated because you would not authorise the payment of extra expense that would result from re-handling.

Fortunately the grade from the Milwaukie Avenue cut originally used for hauling this material has not been traveled since the rain and is therefore not cut up, only the surface being slippery. As advised you, we have been anticipating a break in the weather, either sunshine or extreme cold, that would permit the completion of this work. This seems to have arrived with cold weather indicated for the next few days. The past two days have been fairly dry and the sub-grade is in fair condition this morning. A few loads of crushed rock will be necessary to provide traction and it may be necessary to add a little more later on the rise from the highway to Milwaukie Avenue. Unfortunately it has been impossible today, due to your absence from the city, to secure your authority for this expenditure. However, knowing full well your anxiety to have this work completed and, realising that the opportunity must be grasped immediately, we are preparing the roadway, moving in our equipment and will start excavation this noon, planning to work straight through the coming Holiday and Sunday until the cut is finished. We have discussed the matter with Mr. Young and while he has stated the matter is in your hands, we have advised him that we shall expect payment at our contract price for the small quantity of crushed rock required for the roadway. While you should also absorb our extra cost on the dump, we will absorb this expense as further evidence of our ever present desire to cooperate to the fullest extent with your Department. We trust this arrangement will be satisfactory to you and that we shall be able to complete the Milwaukie Avenue cut at this time, for removal of the balance of the material would in our opinion only be accomplished at excessive cost by any other means or route than the one we are adopting.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AM
✓ cc: R. H. Baldock, State Highway Engineer,
Salem, Oregon
H. D. Smith, Construction Engineer,
Salem, Oregon
G. S. Paxson, Acting Bridge Engineer,
Salem, Oregon

Form 2-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JAC[illegible]LLE

H. B. GLAIS[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 2 1937
FOR FILING

168-D

December 30th, 1936

IN REPLY PLEASE
REFER TO FILE N°.

Mr. F. T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

The estimate as submitted to the Bureau of Public Roads for moving the Portland Traction Co.'s tracks on Milwaukie Avenue was $4,480.

The estimate for rearranging the Portland Water Bureau's pipes at Milwaukie Crossing was $765.00, and for rearranging the pipe lines on the Ross Island Bridge-Schiller St. Section was $5,500.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock
E. A. Collier

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

RECEIVED
DEC 23 1936
OREGON
STATE HIGHWAY COMMISSION

168-D

Dec. 21, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Parker-Schram Co.
515 Couch Bldg.
Portland, Oregon

Re: Early completion of excavation at Milwaukie Avenue

Gentlemen:

The contract for construction of the Milwaukie Avenue undercrossing was awarded to the Hoffman Construction Co. on Sept. 1, 1936 and contains the following provisions:

> "Date of Completion: It is understood that as a condition of the award of this contract the date of Feb. 28, 1937, shown herein, is changed to read May 7, 1937.
>
> Roadway Construction: The excavation for the highway roadbed at the site of the undercrossing structure will be performed under separate contract. Completion of the excavation is expected about Oct. 21, 1936.
>
> In case the roadway excavation at the structure site is not completed within the expected time, and, due entirely to that reason, it becomes impossible for the undercrossing contractor to complete the construction of the undercrossing within the specified time limit, the time for the completion of the work will be extended by whatever number of days the work is delayed on that account.
>
> Liquidated Damages to be Paid in Case of Failure to Complete as Specified: $100 per day."

As this contract was signed Sept. 1st and provided for the construction of the structure between Oct. 21st and May 7th, it is quite apparent that at least part of the work would have to be done during the winter months.

Owing to several reasons, over some of which you had no control, we now find our excavation uncompleted two months after the anticipated date and, in my opinion, it is improbable that you will be able to haul the remaining 2400 yards out of this cut over a dirt subgrade before April 1st.

I have suggested two possible methods to you: (1) Use of dragline excavator at top of cut. (2) Place gravel sub-base from Long St. into the cut, 1 ft. deep and 20 ft. wide, over which to haul material. It would also be possible to use shovel and carry-all and pile the material on the new grade 200 ft. north of the Milwaukie Avenue; but this would require re-handling.

Your contract provides "in order that the viaduct contractor may not be delayed in the commencement of his work, the grading contractor shall perform the excavating work required at the overcrossing site at the earliest time possible and shall complete that work in accordance with performance schedule given hereafter. All excavating at the site of the Milwaukie Avenue viaduct structure shall be completed within four weeks from the day on which the Portland Traction Company diverts the Milwaukie Avenue streetcar traffic to the shoo-fly track".

Streetcar traffic was diverted Nov. 6th and you started excavation on November 9th and were delayed two or three days by the telephone company and two days by reason of shovel breakdown and work stopped on December 1st on account of rain.

Early completion of excavation at Milwaukie Avenue is essential and we will greatly appreciate the attention of your efficient organization to this problem, so that it will be finished up in the next two weeks, rain or no rain.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
E. G. Smith
G. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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DEC 3 1936
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OREGON STATE HIGHWAY COMMISSION

SALEM

16x-8

Portland, Oregon
Dec. 1, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

At the last Commission meeting a delegation from Sellwood and Milwaukie Avenue requested the Commission to construct an approach from the highway to the west side of Milwaukie Avenue at the proposed undercrossing.

Frank Young has made a location and prepared a plan and I am enclosing herewith two Federal Aid Sheets showing plan, profile and cross-sections for this ramp. The length will be about 450 feet. Plan A provides for 10 foot concrete pavement, with gravel shoulders, on a 26 foot roadbed; estimated cost $2620. Plan B calls for 18 feet of concrete pavement with curbs and gravel walks; estimated cost $3280. Right of way will be required from the Southern Pacific Co. and Frank Young is mailing you today a description of the parcel required, which will be the same under either plan. It will be possible to make the pavement 20 feet wide, if desired, at about a 10% increase in cost. With the plans are estimates of cost prepared by Frank Young. Unit prices used are the same as for Parker-Schram's contract. It is possible that Parker-Schram would want a little higher unit costs because this is a short section, but I think they would be able to do the work on this at very little increased cost over similar items on their contract.

With respect to the desirability of this approach I think south-bound traffic leaving the highway to go up this approach to Milwaukie would not cause any particular hazard or delay on the main highway, but any traffic going down this approach and attempting to enter the highway would create considerable hazard. Anyone going north on Milwaukie, who wished to enter the highway north-bound, could turn left from Milwaukie at Long Street and enter the highway in his proper lane.

Two plans were worked up because, at the last Commission meeting, you suggested to me a one-way 10 foot lane on a 26 foot grade, but it later appeared that an 18 foot concrete might be more desirable.

If I can be of any further service, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Acting Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

168-D

November 23, 1936.

Mr. R. H. Baldock
State Highway Engineer
Office.

Re: Milwaukie Avenue - WPMH 168-D
Calapooya River Bridge - FAP 56A

Dear Sir:

I am advised by the Hoffman Construction Company that the structural steel for the Milwaukie Avenue undercrossing job has been loaded on ships due in Portland November 23, and November 9, and that since these vessels are tied up by strike the steel will not be available, and its delivery to the project will be delayed.

I am also advised by the Mountain States Construction Company that the steel for the Calapooya River Bridge is also on shipboard and held up for the same reasons.

This will undoubtedly become the basis for requests for extension of time on these two jobs.

Very truly yours,

GSPaxson

G. S. Paxson
Acting Bridge Engineer

cc B. P. R.

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Nov. 12, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. O. Widdows

Dear Sir:

Frank Young has suggested that we place electric lights on the detours for the Schiller Street-Ross Island Bridge Project at Milwaukie Avenue, as follows:

(1.) 4 lights over the street detour barricades on Milwaukie Avenue.
(He fears the bulls-eyes in place on the barricades are not sufficient on a dark, foggy night. Furthermore, the angle of the barricades is changeable, so that the reflection from the bulls-eyes would not be perfect at all times.

(2.) 2 lights for the path along the side of the streetcar shoo-fly.

It is probable that these barricades and path will be in use for six months.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM 2-A-1 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM
~~[illegible]~~

IN REPLY PLEASE
REFER TO FILE NO.

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NOV [illegible] 1936
FOR FILES

Portland, Oregon
Nov. 16, 1936

16r-9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the Schiller St.-Ross Island Section at the crossing of 16th St. we have a cut of eight to twelve feet. Provision in the plans is made for a guard fence to blockade the ends of 16th St. at the top of the slopes and the plans also provide for curb returns and catch basin drainage as though 16th St. might sometime be opened. If 16th St. were ever opened, it would be a very blind and dangerous intersection and it appears quite impossible there would ever be any material demand for this. Mr. Young has suggested, and I approve, the construction of curbs and paths straight across 16th St. Please advise if this meets with your approval.

Two guard fences across 16th St. south of the intersection are shown on the plans. What is the necessity of more than one guard fence at this location?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
NOV 1 . 1936

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM.

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 14, 1936

168-D

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

George Otten asked me to meet with John Beakey, City of Portland Light Engineer Laundell to discuss the traffic islands at the Ross Island Bridge. I had Frank Young and Dexter Smith there also. The contractor had the forms all set to construct the island as shown on the plans on the east side of Grand Avenue just north of the Bridge. However, Mr. Beakey did not like the shape of the island and suggested instead an island 6 ft. wide and 30 ft. long, east and west, to be located just north of the island shown on the plans.

The shape, location and necessity for traffic islands appears to be a moot question and it was decided to have the contractor remove the forms which he has placed and regrade the island area, to place an electrical conduit in the subgrade out to the island location suggested by Beakey and to place concrete pavement over the intersection without any island. Traffic lines and traffic islands can be painted on the pavement and an island can be constructed in the future quite easily on top of the concrete pavement. It is my recommendation that all the traffic islands around the Ross Island Bridge be omitted for the present. We will arrange to pay the contractor Force Account for the construction of the island forms which are now to be removed.

It is my idea that pedestrians passing through the tunnel should cross the clover-leaf approaches to the Ross Island Bridge at points 60 ft. to 100 ft. east of the east line of the highway, at which place the distance between curbs is much less than at the east curb line of the highway.

You have approved the above arrangement with respect to the first island mentioned and if you approve omission of the other island, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM S-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-8

Portland, Oregon
October 21, 1936

Mr. F. T. Young
Resident Engineer
Oregon City, Oregon

Dear Sir:

Confirming our telephone conversation today will state that Mr. Baldock advised me that the Highway Commission had made the following ruling on disposal of excess excavation available on the Schiller Street-Ross Island Bridge project. The contractor, Parker Schram and Company, advised that private parties desire some of this excess excavation and are willing to pay the haul thereon, and that the contractor may have such quantities of this excess excavation as he can dispose of to any parties, the understanding being that the state will pay the contractor his bid price for excavation on such material, but will not pay any haul on it.

Since the Moreland Company has talked to you about this excess please advise them that they can make arrangements with the contractor for the material at this time, and advise the contractor that he may dispose of the excess excavation to anyone he may select at such prices and on such terms as he wishes. The state does not wish to be in the position of selecting who may have this dirt nor of collecting pay for the contractor thereon.

I believe our contractor will have excess material available for this purpose within the next week, and the Moreland Company has asked for a day or two notice, so that they can set some fill stakes. You should select the places and the times when such excess material is available for the contractor's use.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

168-D

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Portland, Oregon
October 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

State Highway Engineer

Dear Sir:

Your letter of Oct. 2nd is still on my desk. I talked over with you the Milwaukie Underpass Project schedule but will add the following.

Parker-Schram are working just north of Milwaukie Avenue and I have suggested to them the desirability and possibility of grading and paving this fall a 4000 foot section from Milwaukie Avenue to the Rushlight house. If the excavating contractor takes out the underpass at Milwaukie in March, I should think he could complete the remaining small items of grading and paving in less than four months. The structure could not be started until all excavation at Milwaukie has been made. After completion of structure, there would still remain 5000 yards under the shoofly for the excavating and paving contractor to handle. The contractors have until July 31st next year to finish this project.

In view of the difficulty of construction work during the winter months, I am not in favor of requiring the contractors to push this work now, although this would be desirable from the standpoint of furnishing employment this winter.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

168-D

October 13, 1936

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1916 awarded to you on September 1, 1936, for grading, paving and structures on the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Multnomah County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM G-101 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-891

October 10th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

The attached letter has been received from Mr. King, Superintendent of the S.P. Co., relative to the disposal of waste material along Milwaukie Ave. about 400 feet south of S. E. Mitchell St. This apparently is the place I endeavored to point out to you during our recent inspection trip.

The matter of waste is being left to your discretion in obtaining the most favorable site and terms which result in the least expense to the State.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUL 27 1938
FOR FILING

WBMH 168-81

September 14, 1936

Parker-Schram Company
511 Couch Building
Portland, Oregon

Gentlemen:

I have before me your letter of September 10th, requesting that a reduction be made in the amount of labor specified to be furnished on the Ross Island Bridge-Schiller Street Project.

As a change in this specification would involve further negotiation with the Bureau of Public Roads, and as I feel very certain that the performance of the work any way you do it will take at least 60,000 man-hours of employment agency labor and probably 80,000 or 90,000 man-hours, I prefer not to make the change requested at this time. I am willing to agree, however, that if, upon completion of the project, it is found that less than 50,000 man-hours of labor have been furnished, consideration will be given to the reduction in quantities of work, and that proper allowance for such reduction will be made in computing the amount of penalty, if any, to be assessed.

With this understanding, I ask that you execute the contracts as they now stand.

Very truly yours,

State Highway Engineer

RECEIVED
SEP 11 1936

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON

September 10, 1936

REFERRED TO
Passon
By State Highway Engineer

Please prepare reply for me

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will serve to acknowledge receipt of letter of September 8th from ~~your~~ Mr. Glaisyer, and by express under separate enclosure, four copies of State Highway Contract No. 1916 for the grading, paving and construction of viaduct and retaining walls on the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Multnomah County, awarded us September 1st.

Not until receipt of these documents for execution did we recall from observance in the difference of color of the printed special provisions pertaining to labor that this was a man-hour contract, which oversight is probably excusable due to the period of time that has elapsed since our bid was submitted on June 26th. As a result this factor was entirely overlooked by us at the time of our recent discussions concerning revision in contract quantities, made necessary through failure to secure right-of-way as originally planned; and we believe this was likewise true in consideration of the matter in your own office as no mention was made of this feature during our negotiations.

The clause relating to amount of employment to be provided by this contract on Page 55 of the special provisions requires -

> "In the execution of the work to be done under this contract, the contractor shall provide not less than 50,000 man-hours of employment to persons who have been certified for assignment to the work by the U. S. Employment Service."

In all equity, a proper reduction should be made in the guaranteed man-hours of employment to offset the decrease in quantities resulting from the necessary changes in the plans and specifications caused by conditions beyond your control.

According to our schedule made at the time this work was bid, showing the man-hours of labor required for various phases of the work, the reduction in quantities incorporated in our contract would convert into man-hours as follows:

Structural Excavation	400 cu. yds.	800 man-hours
Class D Concrete	600 " "	3900 " "
Reinforcing Steel	130,000 lbs.	780 " "
Total		5480 " "

On a strictly pro-rata comparison based on the dollar value of the work involved, the contract as revised would require 46,200 man-hours or a reduction of 3800 man-hours from the original setup. Obviously we are entitled to some adjustment on this provision, and we suggest the reduction of 5000 man-hours as a fair basis, making the total amount of employment that must be provided in the performance of this contract, 45,000 man-hours.

Kindly advise if under the circumstances this is agreeable to you, and if so, whether the contract as submitted can be corrected and initialed or if it will be necessary to substitute a revised Page #55 of the special provisions therein.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:E

cc H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

118-A (17)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1936 SEP 1 AM 11 24

PRL52 39 GOVT=PORTLAND ORG 1 1114A

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE TO PARKER SCHRAMM FOR OREGON WPMH ONE SIXTY EIGHT D AND TO HOFFMAN CONSTRUCTION COMPANY LOW BIDDER ON OREGON WPMH ONE SIXTY EIGHT D MILWAUKIE AVENUE UNDERCROSSING=

ANDREWS.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

SUBJECT HOWEVER TO THE FOLLOWING EXPRESS CONDITIONS NAMELY THAT THE RIGHT TO GO UPON AND ACCESS TO CERTAIN PROPERTIES WILL NOT BE MADE AVAILABLE TO YOU FOR NINETY DAYS NO CLAIM WILL BE MADE BY YOU NOR WILL ADDITIONAL COMPENSATION BE PAID BECAUSE OF DELAY IN THE AWARD OF THE CONTRACT OR BECAUSE OF DELAY IN MAKING THE ABOVE PROPERTIES AVAILABLE TO YOU EARLIER THAN THE SAID NINETY DAYS PLEASE ADVISE IF CONTRACT WILL BE ACCEPTED AND EXECUTED ON THESE CONDITIONS

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(45)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
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Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1930 SEP 1 PM 3 11

PRL117 17/20=Z PORTLAND ORG 1 237P

R H BALDOCK=

STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY

WIRE VIA WESTERNUNION DATE CONTRACT ACCEPTED BASIS OUTLINED SUBJECT YOUR GRANTING SUITABLE TIME EXTENSION FOR DELAY IN COMPLETION IF REQUIRED=

PARKER SCHRAM CO.

Protest Award

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

SUBJECT HOWEVER TO THE FOLLOWING EXPRESS CONDITIONS NAMELY THAT THE RIGHT TO GO UPON AND ACCESS TO CERTAIN PROPERTIES WILL NOT BE MADE AVAILABLE TO YOU FOR NINETY DAYS NO CLAIM WILL BE MADE BY YOU NOR WILL ADDITIONAL COMPENSATION BE PAID BECAUSE OF DELAY IN THE AWARD OF THE CONTRACT OR BECAUSE OF DELAY IN MAKING THE ABOVE PROPERTIES AVAILABLE TO YOU EARLIER THAN THE SAID NINETY DAYS PLEASE ADVISE IF CONTRACT WILL BE ACCEPTED AND EXECUTED ON THESE CONDITIONS

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

168-D

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORE SEPT 1 1936

PARKER SCHRAM COMPANY
518 COUCH BLDG PORTLAND ORE

CONTRACT FOR THE CONSTRUCTION OF THE ROSS ISLAND SCHILLER STREET SECTION OF THE EAST PORTLAND OREGON CITY HIGHWAY WILL BE AWARDED TO YOU ON YOUR BID SUBJECT HOWEVER TO THE FOLLOWING EXPRESS CONDITIONS NAMELY THAT THE RIGHT TO GO UPON AND ACCESS TO CERTAIN PROPERTIES WILL NOT BE MADE AVAILABLE TO YOU FOR NINETY DAYS NO CLAIM WILL BE MADE BY YOU NOR WILL ADDITIONAL COMPENSATION BE PAID BECAUSE OF DELAY IN THE AWARD OF THE CONTRACT OR BECAUSE OF DELAY IN MAKING THE ABOVE PROPERTIES AVAILABLE TO YOU EARLIER THAN THE SAID NINETY DAYS PLEASE ADVISE IF CONTRACT WILL BE ACCEPTED AND EXECUTED ON THESE CONDITIONS

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

A-1 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 1, 1936

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, I wish to advise that the State Highway Commission today awarded you the contract for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Portland, for which you submitted the low bid on June 26. This award is made to you subject to the conditions of the memorandum of agreement between yourselves and the State Highway Commission, dated August 27, 1936.

Contract forms will be sent to you shortly for acceptance and execution.

Very truly yours,

Secretary

HBG:MBL

cc - S H Probert ✓

August 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

If we can have your concurrence in the awards, we will award tomorrow (September 1st) the following projects:

1. Grading and paving of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway, U. S. Works Program Highway Project No. WPMH 168-D.

2. Undercrossing to carry Milwaukie Avenue over the East Portland-Oregon City Highway, U. S. Works Program Highway Project No. WPMH 168-D.

Satisfactory arrangements in regard to all matters that have been delaying the award of these contracts have been worked out with both the railway company and the contractor. Your concurrence in the awards of contract will make possible the immediate commencement of work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

August 28, 1936.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

Re: Ross Island Bridge-[illegible] Street Section
of East Portland-Oregon City Highway in
Multnomah County — [illegible].

Bids were opened for the construction of this section on June 26, 1936. The matter of awarding the contract was referred to the Engineer with power to act due to the fact that negotiations for the necessary right of way were not complete at the time of taking bids.

The plans upon which bids were taken contemplated a roadway 30 feet in width from the center line to the face of the east curb throughout the entire length of the project, except for a short section immediately under the Ross Island Bridge. The right of way for the portion of this project immediately south of the Ross Island Bridge belonged to the Southern Pacific Railway Company and was reserved by them for future railroad construction. In order to accommodate both the highway and the future railroad, it became necessary to decrease the width of roadway between our Stations 345+64.35 and the north end of the project at Station 357+00. This decrease in roadway width is from the 30 feet above mentioned to a width of 26 feet from center line to face of curb. The sidewalks and handrails remain the same as in the original design but are moved over to coincide with the revised roadway width.

Revised plans and summary of quantities have been prepared, and are submitted herewith.

We have also prepared an agreement to be entered into between the State and the Parker-Schram Company, who were low bidders on this section, in which the Parker-Schram Company agree to accept the award based on the revised plans and decreased quantities at the unit prices bid for such quantities in the bids opened June 26, 1936.

Since approximately two months have elapsed since the opening of bids on this project it is also agreed that the completion date shall be extended by two months, or from July 31, 1937 until September 30, 1937.

Bureau of Public Roads, #2   August 28, 1936.

We ask your approval of this revision in the plans and quantities, and your concurrence in the award of this project to the Parker-Schram Company. It is desired to make the award as of August 29.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc: H. Puckett
E. G. Smith
R. A. Collier
C. C. [illegible]

Enclosure

FORM 2-A-1 28181 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
SEP 2 1936

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon
September 1, 1936

Mr. R. H. Baldock
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Sir: ATTENTION: MR. S. H. PROBERT

Am returning herewith file of correspondence relative to shipment of cotton mats to be used on the Schiller Street - Ross Island bridge project.

As recorded in Parker - Schram's letter the mats as shown on attached list have been received in good order and stored in their warehouse.

Yours very truly

F. T. Young

F. T. Young
Resident Engineer.

COMM

IRY [illegible]ISSIONERS
HE[illegible] F. CABELL, CHAIRMAN, PORTLAND
E. [illegible]ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Highway Division Engineer
Portland, Oregon

Dear Sir:

We are sending to you herewith the Bill of Lading for the final shipment of cotton mats for use in the curing of concrete on the Ross Island Bridge-Schiller Street Project. We are also enclosing a list of the bales, showing the bale numbers, weights, length of mats and number of mats per bale.

Please make arrangements with Parker-Schram to take care of this shipment, and arrange to have the shipment checked to see that it conforms with the enclosed list. If any discrepancies are found, please advise in detail. Also, advise as to the condition in which the mats are received.

The Bill of Lading should be turned over to the railway company. The enclosed list should be returned with your letter advising of the receipt of the shipment. In your letter, please give the date on which the shipment is received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

SHP:ER

Encl.

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON

August 21, 1936

Frank T. Young, Resident Engineer
State Highway Department
Oregon City, Oregon

Dear Mr. Young:

We are enclosing herewith the "Loading Manifest" which you left with me last Saturday. This material was received by us on August 19th, the same day that Mr. Collier advised us the shipment was in town.

This material checked okeh as to number of bales and the only damage noted was the ends of nine of the bales being dusty, and as far as we can tell, no actual damage was done.

We are enclosing copy of our letter to Mr. E. A. Collier as he was evidently following up shipment of this material too.

Yours very truly,

PARKER-SCHRAM COMPANY

By V. B. Woolcutt

VBW:AC
ENCLOSURES

[illegible]
[illegible]

LOADING MANIFEST C. P. E. ORDER #[illegible]

Lot No. 15	Bale No.	Weight of Bale	Length of Mat	No. of Mats in Bale
[illegible]	332	472	22½ ft.	20
[illegible]	333	475	"	"
[illegible]	334	469	"	"
[illegible]	335	485	"	"
[illegible]	336	486	"	"
[illegible]	337	485	"	"
[illegible]	338	490	"	"
[illegible]	339	478	"	"
[illegible]	340	485	"	"
[illegible]	341	[illegible]	"	"
		[illegible] lbs.		200 mats

168-D

Ross Island Bridge -
Schiller Street Project.

August 29, 1936

Mr. E. C. Albin, Acting Chief
Commodities Purchase Section
Agricultural Adjustment Administration
Washington, D. C.

Dear Mr. Albin:

The enclosed receipts and loading manifest are being sent to you in accordance with the instructions contained in your letter of July 24th, file A-1.

The receipts and loading manifest referred to apply to a shipment of 200 cotton mats consigned to the State Highway Commission at Portland, Oregon. The shipment was received on August 19th.

Very truly yours,

State Highway Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL ADJUSTMENT ADMINISTRATION
WASHINGTON, D.C.

July 24, 1936

IN REPLY REFER TO A-4

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

We are enclosing herewith copy of shipping instructions on CPS Order No. 9 authorizing shipment of Cotton Mats to be used in your road construction program. These mats will be shipped from Advanced Concrete Road Curing Company, New Haven, Connecticut, and shipment should go forward to you in the near future.

The original bill of lading will be mailed direct to the point of destination. Will you please instruct your engineer at that point to be on the lookout for this shipment.

You will note that at the bottom of the shipping instructions, space is provided to be used by you in acknowledging receipt of the mats. Will you kindly instruct your engineer to give you a report immediately upon receipt of shipment so that you in turn can return the enclosed order and forms, "RECEIPT FOR COTTON MATS", properly filled in and signed by you, noting the quantity received and the condition and as instructed on CPS Form 70, give us a detailed report in case there is any shortage or if the mats are received in bad condition. Also notify your engineer that in case of shortage or damage, please see that this is noted on the original bill of lading at the time shipment is accepted.

In each carload shipment we are placing on the inside of the car a loading manifest showing the number of bales and quantity. Attached to the loading manifest is a detailed list of bale numbers. In returning your consignees' receipt and forms, will you please attach the loading manifest and detailed list as it is very necessary that we have this detailed shipping information in order to approve payment of vouchers.

Yours very truly,

H C Albin

H. C. ALBIN
Acting Chief
Commodities Purchase Section

REFERRED TO
Mr. Probert
[illegible] State Highway Engineer

Enclosure

RECEIPT FOR COTTON MATS

Secretary of Agriculture
Attention of Lawrence Myers
Marketing Section
Agricultural Adjustment Administration
Washington, D. C.

The State of Oregon
(Name of State)

through State Highway Commission
(Official Title of Highway Department)

hereby acknowledges receipt of the cotton mats described below, which mats are the property of the United States and are furnished by the Secretary of Agriculture for use on behalf of the United States, in accordance with the provisions of an agreement set forth in a copy of Form C.D. - 2, heretofore executed by us and accepted on behalf of the Secretary of Agriculture.

DESCRIPTION OF MATS

DELIVERY POINT	NUMBER OF MATS	APPROXIMATE LENGTH (In feet per mat)
Portland, Oregon	200	22 1/2
—	—	—
—	—	—
—	—	—

Aug. 29, 1936

Oregon State Highway Comm.
(Official Title of Highway Department)

By

State Highway Engineer
(Title of Officer)

This is a copy of
the receipt sent to
H. C. Albin, Washington, D. C.

RECEIVED
JAN 20 1937
FOR FILING

168-D

Memo of agreement
with Parker Schram Co
covering Ross Island May 1 - which
is not

signed Aug 27

MEMORANDUM OF AGREEMENT

THIS AGREEMENT made and entered into this _______ day of August, 1936, by and between the State of Oregon by and through its STATE HIGHWAY COMMISSION, hereinafter called the "State", party of the first part, and the PARKER-SCHRAM COMPANY, a corporation, hereinafter called the "Contractor", party of the second part.

WITNESSETH:

THAT, WHEREAS, on the 26th day of June, 1936, the State received bids for the construction of a section of the East Portland-Oregon City Highway in Multnomah County, particularly known as the Ross Island Bridge-Schiller Street Section, which section included the grading, paving, structures and other incidental construction; and

WHEREAS, although bids were taken on this section on June 26, 1936, the contract therefor has not been awarded and the contractor has not been permitted to enter upon or to do any of the work called for under the specifications accompanying his low bid; and

WHEREAS, subsequent to the receiving of bids on this section, it became necessary and advisable to decrease the roadway width of that portion of the project lying between Station 545+64.25 and Station 557+00, from a width of 30 feet between the center line and the face of the curb on the west half of the roadway, to a width of 24 feet from the center line to the face of the curb on said west half of the roadway; and

WHEREAS, this change in roadway width decreases the quantities of certain items on which bids were tendered by the contractor, and changes the plans on which this bid was tendered; and

WHEREAS, the State now desires to award the contract for the construction of the above mentioned section of highway to the contractor on the revised plans and decreased quantities, and the contractor desires to accept such award on said revised plans and decreased quantities.

NOW, THEREFORE, the premises being in general as above stated, IT IS HEREBY MUTUALLY AGREED by and between the parties hereto as follows:

1. That the date of completion of the work to be done under the said contract, when awarded is and shall be extended from July 31, 1937, as set forth in the contractor's proposal, to and including September 30, 1937.

2. That the State awards the contract to the said contractor, and the contractor accepts said award on the basis of the aforesaid revised plans and decreased quantities, and revised completion date.

3. That payment shall be made by the State and accepted by the contractor for the quantities actually incorporated in the project according to the revised plans and at the unit prices tendered in the bid submitted on June 26, 1936.

4. That because of the mutual benefits accruing to each and all of the parties hereto, it is expressly agreed and understood that no additional compensation shall be claimed by the contractor or paid by the State because of or on account of said change in plans and quantities, nor shall any claim or extra compensation of any kind or in any amount be made by the contractor or allowed by the State on account thereof, but the units of compensation fixed in said bid of June 26, 1936, shall still apply and shall remain in full force and effect.

5. That except for the aforementioned change in plans and quantities, the specifications and contract agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties hereto have subscribed their names and affixed their seals the day and year first above written.

STATE HIGHWAY COMMISSION

By ________________Chairman

By ________________Commr.

ATTEST:

By ________________Commr.

____
State Highway Engineer

Party of the First Part.

PARKER-SCHRAM COMPANY

By ________________

By ________________

Party of the Second Part,

August 27, 1936

Mr. E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section, AAA,
341 Ninth Avenue, Room 1024,
New York City, New York.

SUBJECT: Advanced Concrete Road Curing Co.,
82 Franklin Street, New Haven, Conn.
CPS Order No. 9 Schedule No. 23
Contr.Alss-4067 - B/L A 1471488

Dear Mr. Little:

This is to certify that the shipment of cotton mats indicated by the above bill of lading was received in good condition and the following information covers this shipment:

1. Received at Portland, Oregon, August 19th.

2. L C L shipment.

3. Bill of lading number - A1471488

4. Quantity - 10 bales - 200 mats, 22½ ft.

Bale numbers and weights are as listed on the accompanying sheet.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL ADJUSTMENT ADMINISTRATION

Suite 1024
341 Ninth Avenue
New York City

August 5, 1936

RECEIVED
AUG 13 1936
OREGON
HIGHWAY COMMISSION

State Highway Department,
Portland,
Oregon.

SUBJECT: Advanced Concrete Road Curing Co.
82 Franklin Street, New Haven, Conn.
CPS Order No. 9 - Schedule No. 23

Gentlemen:

In order to effectuate complete audit of the contractor's voucher covering cotton mats shipped to you, it will be necessary to obtain a certificate that the mats were received in good condition.

Will you, therefore, please prepare a statement in duplicate, following the form enclosed (on your letterhead, if available) and return to this office as soon as possible to expedite prompt audit of the claim?

Very truly yours,

E C Little w.c.

E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section.

(Place)
(Date)

Mr. E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section, AAA,
341 Ninth Avenue, Room 1024,
New York City, New York.

SUBJECT: Advanced Concrete Road Curing Co.
82 Franklin Street, New Haven, Conn.
CPS Order No. 9 Schedule No. 23
Contr.Alas-4067 - B/L A 1471488

Dear Mr. Little:

This is to certify that the shipment of cotton mats indicated by the above bill of lading was received in good condition and the following information covers this shipment:

1. (Place and date of receipt.)
2. (Car number and initials.)
3. (Bill of lading number.)
4. (Actual net quantity received by lots and size.)
5. (Identification of lot by bale, bale count and size.)

Very truly yours,

(Signature)

(Official Title)

2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 24, 1936

RECEIVED
AUG 25 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Concerning shipment of ten bales of concrete road curing pads from New Haven, I wish to report that these were shipped Less Carload Lots and there was no Shipper's Manifest Bill of Lading with the material.

This material may have been transferred from one car to another. At any rate, we have phoned the S. P. & S. freight agents here twice and they say it is very unusual to have a Loading Manifest on LCL shipments and they cannot find any trace of it.

The material was unloaded by Parker-Schram Company and stored. The bales were a little dirty on one end, but I doubt if this would affect their usefulness.

Attached hereto you will find a letter from Parker-Schram and an acknowledgment from the Railroad Company that the bales were dirty on one end.

Very truly yours,

EACollier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

RECEIVED
AUG 22 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON
August 21, 1936

Mr. E. A. Collier
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

We received the ten bales of concrete road curing matts from the Southern Pacific Company on August 19th and found them in good shape with the exception of 9 bales which were dirty on one end. Our truck driver reports these were just dirty from standing on end in the car and had not been wet or otherwise damaged.

This was evidently an LCL shipment as this material was in the freight house and there was no shippers manifest Bill of Lading with the material, which we had been instructed to get. We are attaching hereto the only paper given us by the Railroad Company. This acknowledges damages to the bales.

Yours very truly,

PARKER-SCHRAM COMPANY

By V. B. Woolcutt

VBW:AC

ENC.
CC: F. T. Young, Resident Engineer
State Highway Department
Oregon City, Oregon

A. B. Dean, Resident Engineer
State Highway Department
Portland, Oregon

PORTLAND OR AUG 15/1936 X
D/O 4809

STATE HIGHW EPT
C/O ROAD CURING CO C/O C PS AAA

NEW HAVEN CONN 8/4/36 B 295 ADVANCED CONCRETE SP35914

10 BALES PADS CONCRETE ROAD CURING
4814

U S GOVT B/L A 1471488

CKS 9 BALES PAD CONCRETE ROAD CURING FOUND END DIRTY
ON CAR FLOOR WHEN RECD AT PROVISO ILLS

CKS SAME AT SEATTLE

PF

---

condition in

The Bill of Lading should be turned over to the railway company. The enclosed list should be returned with your letter advising of the receipt of the shipment. In your letter, please give the date on which the shipment is received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:IR

Encl.

August 13, 1936

Mr. R. A. Collier
Highway Division Engineer
Portland, Oregon

Dear Sir:

We are sending to you herewith the Bill of Lading for the final shipment of cotton mats for use in the curing of concrete on the Ross Island Bridge-Schiller Street Project. We are also enclosing a list of the bales, showing the bale numbers, weights, length of mats and number of mats per bale.

Please make arrangements with Parker-Schram to take care of this shipment, and arrange to have the shipment checked to see that it conforms with the enclosed list. If any discrepancies are found, please advise in detail. Also, advise as to the condition in which the mats are received.

The Bill of Lading should be turned over to the railway company. The enclosed list should be returned with your letter advising of the receipt of the shipment. In your letter, please give the date on which the shipment is received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EM

Encl.

August 5, 1936

Mr. E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section, AAA,
341 Ninth Avenue, Room 1024,
New York City, New York.

SUBJECT: Advanced Concrete Road Curing Co.
82 Franklin Street, New Haven, Conn.
CPS Order No. 8 - Sch. No. 23
Contr. Alaa-4067 - B/L A1471475

Dear Mr. Little:

This is to certify that the shipment of cotton mats indicated by the above bill of lading was received in good condition and the following information covers this shipment:

1. Received at Portland, Oregon, July 18th.
2. Car No. - N. Y. N. H. & H 165,709
3. Bill of lading number - A1471475
4. Quantity received - 20 bales - 800 mats, 12½ ft. wide.

Receipts and loading manifest were mailed to H. C. Albin, Acting Chief of Commodities Purchase Section, Agricultural Adjustment Administration, Washington, D. C. on July 31st.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL ADJUSTMENT ADMINISTRATION

Suite 1024
341 Ninth Avenue
New York City

RECEIVED
AUG 5 1936
OREGON
STATE HIGHWAY COMMISSION

July 29, 1936

State Highway Commission,
Portland, Oregon.

SUBJECT: Advanced Concrete Road Curing Co.
82 Franklin Street, New Haven, Conn.
CPS Order No. 8 - Sch. No. 23

Gentlemen:

In order to effectuate complete audit of the contractor's voucher covering cotton mats shipped to you, it will be necessary to obtain a certificate that the mats were received in good condition.

Will you, therefore, please prepare a statement in duplicate (on your letterhead, if available) following the form enclosed and return to this office as soon as possible to expedite prompt audit of the claim?

Very truly yours,

E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section.

(Place)
(Date)

Mr. E. C. Little,
Marketing Specialist, In Chg.,
Commodities Purchase Section, AAA,
341 Ninth Avenue, Room 1024,
New York City, New York.

SUBJECT: Advanced Concrete Road Curing Co.
82 Franklin Street, New Haven, Conn.
CPS Order No. 8 - Sch. No. 23
Contr.Alaa-4067 - B/L A1471475

Dear Mr. Little:

This is to certify that the shipment of cotton mats indicated by the above bill of lading was received in good condition and the following information covers this shipment:

1. (Place and date of receipt.)
2. (Car number and initials.)
3. (Bill of lading number.)
4. (Actual net quantity received by lots, and size.)
5. (Identification of lot by bale, bale count and size.)

Very truly yours,

(Signature)

(Official Title)

RECEIVED
JAN 18 1937
FOR FILING

4 l

30

118-8

August 1, 1936

Mr. Dan J. Malarkey, President
Moreland Company
1025 Failing Building
Portland, Oregon

Dear Sir:

In response to your communication of July 27, relating to the wasting of materials from the South Unit of the Schiller Street-Union Avenue Project in Portland, which waste materials you suggest placing north of the Bybee undercrossing on lands owned by your company, advise that this contract has not yet been awarded so the definite arrangements cannot be made.

There is, however, the possibility of using all or the major portion of the waste materials on property secured by the Oregon State Highway Commission about half a mile south of the Moreland Company's holdings. In case there should be a surplus over and above that required by the State Highway Commission, it might be possible for your company to make arrangements directly with the contractor to pay for the hauling of the materials over and above the free haul allowed on the contract. As soon as the details can be definitely worked out, will advise you further.

Very truly yours,

State Highway Engineer

RHB:HI

[illegible] State Highway Engineer

4l

REFERRED TO
[illegible]
BY [illegible]

you [illegible] to [illegible]

ATWATER 8446

LARKEY, SABIN & HERBRING
ATTORNEYS AT LAW
SUITE 1025 FAILING BUILDING
PORTLAND, OREGON

July 27,1936.

ay Commission,

ent conversation with your Mr. Frank Young of
h our representative Mr. W. L. Batchelder,
ed that there will be available several
waste dirt resulting from the excavation of
section of the Portland-Oregon City Highway.

wenty acres less than a mile South of the
ns, between Twenty-third Avenue and the super
ding North from Bybee Avenue to Reedway. It
low land where this waste dirt could be used
to good advantage for filling low and marsh sections of the property.

It has been estimated to make the necessary fills, it will require between Ten and Twenty Thousand yards of dirt, and we will be willing to pay for this dirt whatever reasonable extra charge there will be over and above the regular free haul by the contractors, that is, what it would cost the State Highway Commission for a similar haul.

Will you kindly advise us by letter as to the price per yard to haul, and confirming that we may have this dirt.

The filling of our property will improve its appearance and will -- thru the consequent reduction of the mosquito pest -- be productive of general public benefit.

In discussing this matter with your Mr. Frank Young and your Mr. Edward Bentley, we have had their approval of this improvement,and will appreciate your favorable attention.

Thanking you in advance for an early reply, we are

Yours very truly,

MORELAND COMPANY

By Dan J. Malarkey
President.

REFERRED
TO Mr. Baldock
FOR
J.W. DE SOUZA

I think this a very good idea if it has no construction objections. It will eliminate the necessity of Easements from S.P.Co. and May Rudlight for dumping or wasting grounds.
Please advise.

ATWATER 8446

LARKEY, SABIN & HERBRING
ATTORNEYS AT LAW
SUITE 1025 FAILING BUILDING
PORTLAND, OREGON

July 27,1936.

ay Commission,

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ns, between Twenty-third Avenue and the super
ding North from Bybee Avenue to Reedway. It
low land where this waste dirt could be used
to good advantage for filling low and marsh sections of the property.

It has been estimated to make the necessary fills, it will require between Ten and Twenty Thousand yards of dirt, and we will be willing to pay for this dirt whatever reasonable extra charge there will be over and above the regular free haul by the contractors, that is, what it would cost the State Highway Commission for a similar haul.

Will you kindly advise us by letter as to the price per yard to haul, and confirming that we may have this dirt.

The filling of our property will improve its appearance and will -- thru the consequent reduction of the mosquito pest -- be productive of general public benefit.

In discussing this matter with your Mr. Frank Young and your Mr. Edward Bentley, we have had their approval of this improvement, and will appreciate your favorable attention.

Thanking you in advance for an early reply, we are

Yours very truly,

MORELAND COMPANY

By Dr. J. Moreland Kelley
President.

R

ARKEY
T L. SABIN, JR.
KARL HERRBRING

ATWATER 8448

MALARKEY, SABIN & HERRBRING
ATTORNEYS AT LAW
SUITE 1028 FAILING BUILDING
PORTLAND, OREGON

July 27,1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In a recent conversation with your Mr. Frank Young of Oregon City through our representative Mr. W. L. Batchelder, we have been advised that there will be available several thousand yards of waste dirt resulting from the excavation of the Schiller Street section of the Portland-Oregon City Highway.

We own twenty acres less than a mile South of the proposed excavations, between Twenty-third Avenue and the super Highway, and extending North from Bybee Avenue to Reedway. It has considerable low land where this waste dirt could be used to good advantage for filling low and marsh sections of the property.

It has been estimated to make the necessary fills, it will require between Ten and Twenty Thousand yards of dirt, and we will be willing to pay for this dirt whatever reasonable extra charge there will be over and above the regular free haul by the contractors, that is, what it would cost the State Highway Commission for a similar haul.

Will you kindly advise us by letter as to the price per yard to haul, and confirming that we may have this dirt.

The filling of our property will improve its appearance and will -- thru the consequent reduction of the mosquito pest -- be productive of general public benefit.

In discussing this matter with your Mr. Frank Young and your Mr. Edward Bentley, we have had their approval of this improvement, and will appreciate your favorable attention.

Thanking you in advance for an early reply, we are

Yours very truly,

MORELAND COMPANY

By Dan J. Malarkey
President.

R

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July
29th
1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to your telephone request for information and an estimate of hauling the surplus material from the contracted project in the vicinity of Ross Island bridge to the proposed division office site near the Portland city limits on the East Portland-Oregon City highway.

Mr. Collier informs me that there will be approximately 40,000 cubic yards of waste material and the average haul is 2.3 miles. However, he did not have the information as to the cost per cubic yard mile of haul as the contractor had planned to waste the material over an embankment in the immediate vicinity of the excavation from where the material is obtained. However, I would estimate that the hauling cost should not exceed 15¢ per cubic yard mile or a total of 34½¢. Possibly another 5¢ per cubic yard for leveling or dumping expense should be added, making a total of approximately 40¢ per cubic yard.

The amount of yardage which can be used on the lot is practically unlimited as the yard covers an area of approximately four acres. Every foot added over the entire area would require 6450 cubic yards. It would be my recommendation that we use at least 5000 cubic yards of material in the immediate vicinity of the building in order that a basement may be had above the water table and that sightly landscaping may be done.

If it is found that the material can be hauled for a cost of 10¢ per cubic yard and the leveling does not actually cost 5¢ per cubic yard, I would recommend that a considerable amount of material be taken at this time.

Respectfully,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

cc H. B. Glaisyer

168-B

COPY

August 1, 1930

Mr. Dan J. Malarkey, President
Moreland Company
1025 Failing Building
Portland, Oregon

Dear Sir:

In response to your communication of July 27, relating to the wasting of materials from the South Unit of the Schiller Street Union Avenue Project in Portland, which waste materials you suggest placing north of the Bybee undercrossing on lands owned by your company, advise that this contract has not yet been awarded so the definite arrangements cannot be made.

There is, however, the possibility of using all or the major portion of the waste materials on property secured by the Oregon State Highway Commission about half a mile south of the Moreland Company's holdings. In case there should be a surplus over and above that required by the State Highway Commission, it might be possible for your company to make arrangements directly with the contractor to pay for the hauling of the materials over and above the free haul allowed on the contract. As soon as the details can be definitely worked out, will advise you further.

Very truly yours,

State Highway Engineer

RHB:HI

July 31, 1936

Mr. H. G. Albin, Acting Chief
Commodities Purchase Section
Agricultural Adjustment Administration
Washington, D. C.

Dear Mr. Albin:

The enclosed receipts and loading manifest are being sent to you in accordance with the instructions contained in your letter of July 14th, file A-4.

The receipts and loading manifest referred to apply to a shipment of 800 cotton mats consigned to the State Highway Commission at Portland, Oregon. The shipment was received on July 18th.

Very truly yours,

State Highway Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL ADJUSTMENT ADMINISTRATION
WASHINGTON, D.C.

July 14, 1936

IN REPLY REFER TO A-4

Mr. R. H. Baldock, State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We are enclosing herewith copies of shipping instructions on CPS Orders 133, 134 and 135 covering shipment of Cotton Fabric to be shpped from J. P. Stevens and Company, Scottdale Mills, Scottdale, Georgia and CPS Order No. 8 covering shipment of Cotton Mats to be shipped from Advanced Concrete Road Curing Company, New Haven, Connecticut. This material and mats are to be used in your road construction program.

The original Bill of Lading will be mailed direct to the point of destination. Will you please instruct your engineer at each point of destination to be on the lookout for these shipments.

You will note that at the bottom of these shipping instructions, space is provided to be used by you in acknowledging receipt of the commodity. Will you kindly instruct your engineer to give you a report immediately upon receipt of shipment so that you in turn can return the enclosed orders and forms, "Receipt for Cotton Mats", properly signed by you, noting the quantity received and the condition and as instructed on CPS Form 70, give us a detailed report in case there is any shortage or if the fabric or mats are received in bad condition. Also notify your engineer that in case of shortage or damage, please see that this is noted on the original Bill of Lading at the time shipment is accepted.

In each carload shipment we are placing on the inside of the car a loading manifest showing the numbers of bales and quantity and attached to the loading manifest is a detailed list of bale numbers. In returning your consignees' receipts and receipts for cotton mats, will you please attach the loading manifest and detailed shipping list as it is very necessary that we have this detailed information in order to approve payment of vouchers.

Yours very truly,

H C Albin

H. C. ALBIN
Acting Chief
Commodities Purchase Section

RECEIVED
JUL 20 1936

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

X
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Portland, Oregon
July 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. T. Young, Resident Engineer
State Highway Department
Oregon City, Oregon

Dear Sir:

We have received, and Parker-Schram has stored, 600 cotton mats eleven feet wide, for curing concrete on the Ross Island Bridge-Schiller Street Project.

Mr. Probert informs me an additional shipment of 200 mats, twenty-two and a half feet wide, have been shipped and should arrive soon. When these arrive in Portland, please have Parker-Schram take them to their warehouse, as they did the previous material.

Please secure from the inside of the car the Loading Manifest, showing the number of mats and the weight of each bale, and mail this information to S. H. Probert at Salem.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC S. H. Probert

FORM [illegible]-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
July 30, 1936

JUL 31 1936
IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In compliance with your request yesterday, I am inclosing herewith the Loading Manifest for 20 bales of cotton mats to be used on the Ross Island Bridge-Schiller Street Project.

On the Manifest is shown the number of mats and weight contained in each bale. I am also inclosing a letter written by Mr. Cooper to Parker-Schram Company and a copy of the answer made by A. B. Dean to them, giving the information they requested.

Previously I have written you that the material was received in good condition and has been stored by Parker-Schram.

Very truly yours,

E. A. Collier
E. A. COLLIER
Division Engineer

Encl.
EAC:DP
CC R. H. Baldock

WORKS PROGRESS ADMINISTRATION
OF OREGON

E. J. GRIFFITH
STATE ADMINISTRATOR

1205 NW Davis Street
Portland, Oregon

1

d9 181

July 17, 1936

Parker-Schram Company
515 Couch Building
Portland, Oregon

Attention: Mr. Schram

Gentlemen:

In accordance with telephone request of Mr. Dean of the Montavilla office in Portland of the Oregon State Highway Commission, copy of Government bill of lading No. A-1471475, covering shipment of twenty bales of pads for concrete road curing from New Haven, Connecticut, is herewith forwarded to you.

Inasmuch as consignment of this material has been made to this department, upon receipt of the pads, will you please forward the following information to me in order that I can complete original bill of lading for transmittal to the railroad company:

Actual point of delivery by carrier S.P.S.
Actual weight received
Actual number of bales received
Date received 18

Yours very truly,

A. F. Cooper

A. F. Cooper
Acting Director of Commodity Distribution

Re 8411

d 4375

MV

cc to R. H. Baldock
State Highway Engineer
Salem, Oregon

Portland Oregon

July 23rd. 1936.

Copy

Mr. A. F. Cooper,
Acting Director of Commodity Distribution
Works Progress Administration,
1236 NW Davis Street
Portland, Oregon.

Dear Sir,- Following is the information asked for in your letter of July 17th. regarding the shipment of cotton mats, delivered to Parker Schramm Co, Portland, Oregon.

Actual point of delivery by carrier

The Spokane, Portland and Seattle Railway Co's. freight Depot, at Portland Oregon.

Actual weight received

The bales were not re-weighed but accepted according to the weights shown on the detail list accompanying the manifest.

Total weight of twenty bales 10,422 lbs.

Actual number of bales received

Twenty bales.

Date Received

July 18th. 1936.

Very Truly Yours,

Resident Engineer.

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

July 18, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please refer to your letter of July 15th relative to shipment of cotton mats to be used in the curing of pavement on the Ross Island-Schiller Street Project.

Mr. Dean has phoned us that the mats have arrived and Parker-Schram Company will move them to their warehouse today.

Very truly yours,

E O Collier

E. A. COLLIER
Division Engineer

EAC:dp
CC R. H. Baldock
F. T. Young
Oregon City

RECEIVED
JUL 20 1936
OREGON

ORM 5-A-1 6M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

SALEM

168-D

Portland, Oregon
Oct. 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

1936

Moreland Company
Failing Building
Portland, Oregon

Attention: Robert L. Sabin, Jr.

NOTED
State Highway Engineer

Gentlemen:

I have received your letter of October 3rd, stating that you estimate you will need some 12,000 cubic yards on your property if available from the Ross Island Bridge-Schiller Street Project.

The contractor's plans are not definite at this time, but he thinks he will not do much wasing of excess material until next spring. Considerable borrow from this project is still required on the Ross Island Bridge to Union Avenue Project. The contractor has bid 15 cents per yard mile for hauling. A little later we will be able to determine how much excess material will be available on this project and we cannot dispose of any excess until our own requirements for fills etc. have been completed.

It is my understanding from previous correspondence that your company will pay the contractor for the hauling only on this material and this arrangement will be subject to Mr. Baldock's approval at the time the quantity available is determined.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

X

168-D

October 6, 1936

Mr. E. A. Collier,
Division Engineer
7729 S. E. 15th Ave.,
Portland, Oregon

Dear Sir:

I am enclosing copy of a letter which I received from Robert L. Sabin, Jr., this morning, which is self explanatory. I also note in today's mail your letter regarding this matter. Will you please advise Mr. Sabin in accordance with the information given in your letter?

Yours very truly,

RHB:MC

State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~[illegible]~~

Portland, Oregon
Oct. 1, 1936

RECEIVED
OCT 5 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of Sept. 26th received, together with file of correspondence concerning Dan J. Malarkey's request for excess excavation from the Milwaukie Undercrossing.

There has been an increase of embankment on the Union Avenue Project which is to be borrowed from the project south of Ross Island Bridge. We plan to use excavation from Milwaukie Avenue to build up our lot on the Super Highway in Sellwood Gardens.

Until these projects are further towards completion we cannot tell how much, if any, material will be in excess of embankment requirements. I will have this offer of Malarkey's in mind and later on will advise you the quantity available, before making any arrangements with him.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC G. S. Paxson
H. G. Smith
Frank Young

DAN J. MALARKEY
ROBERT L. SABIN, JR.
KARL HERBRING

ATWATER 8446

MALARKEY, SABIN & HERBRING
ATTORNEYS AT LAW
SUITE 1028 FAILING BUILDING
PORTLAND, OREGON

October 3, 1936

[illegible] OCT 5 1936

Oregon State Highway Commission,

Salem, Oregon.

Attention Mr. Baldock and Mr. Collier

Gentlemen:

We have your letter of September 26, 1936, with reference to our application for excess yardage from the Ross Island Bridge-Schiller Street project in which you ask us the amount of material we desire. So far as we have been able to determine, we need 12,000 cubic yards. If you are unable to let us have that amount, any smaller amount will be of assistance as a large part of the property owned by this corporation is below grade. As soon as we learn definitely that we can have a substantial part of this dirt we plan to make an accurate survey of the property and it is entirely possible that we will find that we can use more than 12,000 cubic yards if it is available. However, at the present time we do not feel free to commit ourselves to accepting more than that amount.

We thank you for your attention to this matter.

Very truly yours,

MORELAND COMPANY

By Robert L. Sabin, Jr.
Secretary.

S/M

8

168-8

September 26, 1936

Mr. Ben J. Malarkey, President
Moreland Company
1025 Failing Building
Portland, Oregon

Dear Sir:

With reference to the disposal of excess yardage from the Ross Island Bridge-Schiller Street project advise that I have requested Mr. Collier, Division Engineer with this Department, to determine from you the amount of material that you desire, with relation to our own needs and the total quantity available, after which we will give you a definite answer. A pending adjustment with the S. P. and the P. E. P. Company with relation to the location, has prevented our determination of this matter prior to date.

Very truly yours,

State Highway Engineer

RHB:KL
cc - Mr. E. A. Collier
Mr. Paxson

168-8

September 26, 1936

Mr. Dan J. Malarkey, President
Moreland Company
1025 Failing Building
Portland, Oregon

Dear Sir:

With reference to the disposal of excess yardage from the Ross Island Bridge-Schiller Street project advise that I have requested Mr. Collier, Division Engineer with this Department, to determine from you the amount of material that you desire, with relation to our own needs and the total quantity available, after which we will give you a definite answer. A pending adjustment with the S. P. and the P. E. P. Company with relation to the location, has prevented our determination of this matter prior to date.

Very truly yours,

State Highway Engineer

RHB:HI
cc - Mr. E. A. Collier
Mr. Paxson

6-20
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

✓ This paper is yellow.
File copy.

September 26, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Department
7729 S. E. 15th Avenue
Portland, Oregon

Dear Sir:

Herewith copy of a letter which is self-explanatory. I have sent your letter of September 25, relating to the same subject, to Paxson, requesting that he give you a layout sketch giving the approximate fill to be made and the number of yards to be required.

If there is still an excess and Mr. Malarkey wishes to have the material disposed on his property, it will be necessary for him to make an agreement with the contractor to pay the excess haul over and above the nearest point where the material could be wasted.

I want you to go into this matter thoroughly, as I do not wish to show any favoritism in the disposal of this waste material, to the end that it works to any particular individual's advantage and to the disadvantage of the state. Therefore, make no promises to Mr. Malarkey until I have had time to talk over the matter with you and to gain your ideas in relation thereto.

I am sending you copies of Mr. Malarkey's original letter and my reply.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. G. S. Paxson

168-8

September 17, 1956

HOFFMAN CONSTRUCTION COMPANY
715 S. W. Columbia Street
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of State Highway Contract No. 1915 which was awarded to you on September 1, 1956, for the construction of an undercrossing to carry the East Portland-Oregon City Highway under Milwaukie Avenue, near Portland, in Multnomah County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

168-D

[illegible] STATE HIGHWAY [illegible]

September 16, 1936

Mr. G. H. Probert
Office Engineer
BUILDING

Dear Sir:

I am returning to you herewith 7 copies of Memorandum of Agreement between the State Highway Commission and Parker-Schram Company extending the time limits of their contract for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway in Portland from July 31, 1937 to September 31, 1937.

I have kept the original of this agreement for the Commission's records and files and will attach it to the contract.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
ENCL.

[illegible] Aug 27, [illegible]

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

168-D

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Sept. 4, 1936

SEP 5 1936
STATE HIGHWAY

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

It is the understanding of this office that some minor changes have been made in the plans for the Ross Island-Schiller Street Section recently awarded to Parker-Schram Company.

Please send copies of revised plans to F. T. Young, Resident Engineer, Oregon City and L. C. Apperson, City Engineer of Portland, as well as to this office.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

Plans sent as requested, Sept. 8th

'IRMATION

168-D

OF PUBLIC ROADS

[illegible] 8030-30

PORTLAND OREGON

SEPTEMBER 1, 1936

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OREGON

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE TO PARKER SCHRAM FOR OREGON WPGH ONE SIXTY EIGHT D AND TO HOFFMAN CONSTRUCTION COMPANY L W BIDDER OF OREGON WPGH ONE SIXTY EIGHT D MILWAUKIE AVENUE UNDERCROSSING

AVERILL

PD GOV'T RATES

THE EN

MEMORANDUM OF AGREEMENTS RELATING TO THE TRANSFER OF PROPERTY OF THE SOUTHERN PACIFIC RAILROAD COMPANY TO THE STATE OF OREGON FOR THE PURPOSE OF BUILDING A HIGHWAY FROM 17th AND SCHILLER STREETS TO THE ROSS ISLAND BRIDGE:

1. Purchase and transfer to the Southern Pacific Company, at State expense, ownership of Lot 2, Block 2, Holgate Addition; also Lot 1, Block 1, Holgate Addition (50'x100' lot on the Northeast Corner of Schiller and Milwaukie)

2. The deed of conveyance to the property acquired from the Southern Pacific Company at the proposed future crossing of the Southern Pacific Railroad and the Super Highway shall contain a clause to the effect that permission shall be granted by the State to the Southern Pacific Company, at such time as they desire, to construct the proposed "E" line undercrossing.

3. The State also agrees to lend its good offices to the discouraging of north and south traffic on 17th Street between Milwaukie Avenue and Brooklyn Yards and to assist the Southern Pacific Company in its presentation of the matter to the City of Portland. Consideration by the Highway Commission will be given to the shunting of the 17th Street traffic to Milwaukie Avenue if and when traffic develops to a point making this necessary and desirable. However, it is understood that no promises can be made with relation to this matter at this time.

4. The Southern Pacific Company reserves the right to construct a future retaining wall below the highway grade between Highway Stations No. 542 and 558 on the property conveyed by the Southern Pacific Company to the State. It is understood, however, that in the construction of the said proposed retaining wall that no encroachment will be made upon the roadway, pavement, shoulders, or sidewalks, and the construction shall be performed in such manner so as not to endanger or damage in any way the highway structure and facilities. It is further understood that all cost of this proposed installation shall be borne entirely by the Southern Pacific Company. The State agrees at such time as the installation is made to give the Southern Pacific Company a permanent easement for the retaining wall and necessary slopes in conformance with the conditions noted above.

5. The State also agrees to purchase from the P.E.P. Company and convey to the Southern Pacific Company, or secure permanent easements, a small parcel of land described as follows:

6. It is understood that, in the conveyance of the property between Highway Stations 542 and 558 to the State Highway Commission from the Southern Pacific Company, the Highway Commission accepts this property subject to the Portland Railway Light and Power Company's reservations incorporated in the deed by which the Southern Pacific Company acquired the title, as such reservations pertain to the portion of the property being conveyed to the State.

FORM 6-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

168-2

July 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In compliance with your request yesterday, I am inclosing herewith the Loading Manifest for 20 bales of cotton mats to be used on the Ross Island Bridge-Schiller Street Project.

On the Manifest is shown the number of mats and weight contained in each bale. I am also inclosing a letter written by Mr. Cooper to Parker-Schram Company and a copy of the answer made by A. B. Dean to them, giving the information they requested.

Previously I have written you that the material was received in good condition and has been stored by Parker-Schram.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DF
CC R. H. Baldock

Attention: S. H. Probert

168-D

July 15, 1936

Mr. F. S. Cook
Director of Commodity Distribution
Works Progress Administration
201 Spalding Building
Portland, Oregon

Dear Mr. Cook:

Reference is made to your letter of July 11th, advising that shipment of 20 bales of cotton mats for concrete pavement curing was consigned to the State Highway Commission at Portland, from New Haven, Connecticut, on July 6th.

These mats are to be used on a project on Union Avenue, between the Ross Island Bridge and Schiller Street in the City of Portland, contract for which project is expected to be awarded to the Parker-Schram Co. of Portland, within the next few days. Arrangements have been made with the Parker-Schram Co. to accept the shipment and to take delivery of the mats on arrival in Portland.

If information as to arrival of the mats is received by you, kindly notify Mr. Schram of the Parker-Schram Co., 515 Couch Building, Portland, and our Division Engineer, Mr. E. A. Collier, 7729 S. E. 13th Avenue, Portland. Mr. Collier's office at the above address is just being opened and his telephone number will not be available until tomorrow. You will be able to obtain it through the central office of the telephone company.

Your assistance in handling this matter is very much appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Parker-Schram Co., 515 Couch Bldg., Portland
Mr. E. A. Collier, 7729 S. E. 13th Ave., Portland
Mr. F. T. Young

WORKS PROGRESS ADMINISTRATION
OF OREGON

E. J. GRIFFITH
STATE ADMINISTRATOR

201 Spalding Building
Portland, Oregon

[illegible] 1936

July 11, 1936

Mr. R. H. Baldock, Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This morning Bill of Lading No. A-1471475 was received, covering shipment to the State Highway Commission of twenty bales of pads for concrete road curing. The car was shipped from New Haven, Connecticut on July 6.

Will you please get in touch with me immediately so that arrangement can be made for you to take delivery of this material when it arrives in Portland.

Yours very truly,

F. S. Cook
F. S. Cook
DIRECTOR of Commodity Distribution

FSC V

F. E. Young

Encl.

July 15, 1936

Mr. E. A. Collier
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

Enclosed find correspondence relating to the shipment of cotton mats to be used in the curing of pavement on the Ross Island-Schiller St. Project.

Further information in regard to the handling of this shipment will be found in the special provisions for the project.

Have arranged with Mr. Schrem by telephone to take the shipment when it arrives, with the understanding that if the Parker-Schrem Co. should not receive the award of the contract, we will compensate them for the expense incurred.

Suggest that you or the resident engineer communicate with Parker-Schrem and with F. S. Cook of the Works Progress Administration, relative to details. Presumably, Mr. Cook will receive notice of the arrival of the shipment in Portland, but it might be well to check with him on that so that if he is not to receive notice, arrangements can be made whereby you will receive notice direct. We have received no bill of lading and have no information as to the line over which shipment has been made, or as to shipping instructions given the railway company. We are fearful, therefore, that unless the matter is followed up closely, the shipment may lay in the yards for three or four days before we learn of its arrival.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Parker-Schrem Co.
F. T. Young

Encl.

RECEIVED
JUL 29 1937
FOR FILING

June 27, 1936

Mr. S. H. Probert
Office Engineer

Attention: J. W. Nash

Dear Sir:

We hand you herewith copy of a letter from the Portland Traction Company together with their estimate of the cost of the work to be done by them on the Milwaukie Avenue Undercrossing section.

It is my understanding that this will be used in making up the papers which accompany our copies of the contract to the Bureau of Public Roads.

We are retaining the original of this letter in our files.

Very truly yours

W. A. Reeves

WAR LD
Attached

C
O
P
Y

PORTLAND TRACTION COMPANY

General Offices
Electric Building

June 8, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention Mr. G.S.Paxson,
Acting Bridge Engineer.

As requested in your letter of June 1st on the matter of proposed shoo fly track and new permanent track necessary for the proposed undercrossing of what is known as the Superhighway at Milwaukie Ave. and Schiller Street in Portland, we are attaching hereto detailed estimates showing first, cost of constructing temporary shoo fly track around the east side of the proposed new bridge as shown on drawing you have prepared for the same,

Estimated cost in place	$2943.40
Cost of removing temporary track and overhead	200.00
	3143.40
Less Salvage	646.80
Net cost of temporary track	$2496.60

Furnish rails for permanent tracks on new viaduct, to be laid by bridge contractor	$ 525.00

After the temporary track is removed it will be necessary for us to replace permanent rails and paving in Milwaukie Ave. where the temporary turnouts are removed from and also replace the overhead trolley wire work over this new bridge, estimated cost $1084.35

Total estimated cost of both temporary and permanent track and line work $4005.95

It is understood, of course, that we are to be reimbursed for the actual cost of the work we perform and material we furnish, which cost may of course be either above or below our figures estimated above.

You will note in our estimate for replacing rail and paving in the temporary turnouts that we have included replacing the stone block paving, of which there will be approximately 100 sq. yds., for which our estimate is $350.00. We think it is best for us to do the stone block paving, the contractor of course to replace all paving disturbed due to the construction of the bridge.

Very truly yours,

(signed) Thomas Pumfrey

Chief Engineer, Railways.

Estimate of Cost of Constructing Temporary Tracks around East Side of proposed Highway Undercrossing at S. E. Milwaukie Avenue and Schiller Street, in Portland, Oregon.

Grading - To be done by the Contractor.

Ballast

100 cu. yds. gravel delivered at	$ 1.00		$100.00

Ties

175 7" x 9" - 8' ties	.65		113.75

Rails, Joints, etc.

2500 ft. (22½ tons) 60# ASCE rail at	20.00	$450.00	
90 Prs. 60# angle bars	.25	22.50	
8 Prs. 60# ASCE to 80# 7" T step jts.	5.00	40.00	
500 lbs. 3/4" x 3½ track bolts, at cwt.	5.50	27.50	
135 60# web blocks	.50	67.50	
135 1" x 6" machine bolts	.20	27.00	
135 1" cut washers	.05	6.75	
800 lbs. 9/16" x 5½" track spikes	3.30	26.40	
4 tanks cutting gas		11.00	
Miscellaneous bolts, shims, etc.		50.00	728.65

Special Work

2 #9 60# spring frogs at	95.00		190.00

Track Labor

curve 1200 ft. 60# rail at	.10	120.00	
Lay, line and surface track		500.00	
Install guard rails		50.00	
Load and transport material		75.00	
Layout and supervise work		100.00	
Miscellaneous unforseen expense		50.00	895.00

Paving

100 sq. yds. hard surface excavation at	.75	75.00	
80 sq. yds. temporary stone paving at	2.00	160.00	235.00

Tools

Gasoline, coal oil, lanterns & tool repairs			25.00
Forwarded			$2287.40

	Forwarded,			$2287.40

Bonding

95	O.B. Weld bonds at	.35	$ 33.25	
	Electric Energy		5.00	
	Use of welder		15.00	
	Labor		25.00	78.25

Overhead & Poles

4	35' Poles, 2nd hand		12.30	
5	12' trolley brackets complete		32.50	
1300	ft. 3/0 trolley wire		133.45	
19	3/0 Marathon ears		3.95	
13	D. C. Hangers		12.30	
6	S. C. hangers		5.65	
24	Porc. breakers		4.75	
24	2 bolt clamps		3.95	
800	ft. 5/16" cable guy		17.60	
3	5/8" x 12" eye bolts		1.15	
3	1/2" x 4" lag screws		.15	
	Labor		350.00	577.75
		Total		2943.40

Remove Temporary Track & Overhead

	Remove rails and ties		100.00	
	Remove overhead and poles		100.00	200.00

Salvage

32	tons scrap rail, joints, etc. at	5.00	160.00	
2	#9 60# spring frogs, at	75.00	150.00	
800	lbs. SH track spikes		16.00	
20	Prs. SH 80# joints		20.00	
135	60# web blocks		33.75	
175	7" x 9" - 8' 2nd hand ties		52.50	
	Used overhead material		214.55	646.80

Rail for New Viaduct at Milwaukie & Schiller

10	tons 80# 7" T rail at	45.00	450.00	
20	Prs. 80# joints at	3.50	70.00	
80	1" x 4" track bolts, per cwt	5.50	5.00	525.00
	Forwarded			$2921.60

Forwarded			$2921.60

Replace rail and paving, weld joints, at temporary turnouts at each end of new work and replace overhead on new bridge.

Use present rail.		00.00	
8 pairs 80# 7" joints at	$3.50	28.00	
8 3/4" x 8" x 18" base plates	1.00	8.00	
32 1" x 4" track bolts, cwt	5.50	2.00	
12 Lbs. welding steel at	.12	1.45	
Labor to weld joints		15.00	
Electric energy		2.50	
Use of equipment		5.00	
Track Labor		50.00	
Replacing stone block paving at temporary turnouts		350.00	
1200 ft. 3/0 trolley wire		123.20	
12 S.C. Hangers		13.55	
12 3/0 Marathon ears		7.35	
500 ft. 5/16" guy cable		11.00	
24 Porc. Breakers		5.00	
14 Two-bolt clamps		2.30	
4 4/0 splice ears		10.00	
Labor removing present overhead		100.00	
" installing new overhead		350.00	1084.35
Total estimated cost of both temporary and permanent track and line work			$4005.95

6-8-36

168-D

June 22, 1936

Mr. Fred G. Reed, President
Surety Assoc. of Portland
Yeon Building
Portland, Oregon

Dear Mr. Reed:

I have noted with much interest your letter of June 17th, informing us of the increased premium rate on projects specifying time limits in excess of 12 months, and suggesting that a considerable saving might be effected by cutting the time limit for the Ross Island Bridge-Schiller Street Project from July 31st to June 25th, 1937. I find, however, after a study of the numerous difficulties and uncertainties that are going to interfere with the expeditious performance of this work, that the time allotted has already been cut to the minimum, and that to crowd it any more would, in all probability, force performance of work during unfavorable weather and sacrifice of workmanship in favor of speed, which would either increase cost or reduce value received in an amount greatly in excess of the possible saving in bond premium.

To have a general understanding among the bidders that an overrun of the specified time limit would be permitted would be objectionable from the standpoint of business policy, and might prove very costly to us in view of the pronouncement recently made by the Bureau of Public Roads to the effect that overruns of time limits are to be scrutinized very carefully and that, except in cases where justification for overruns is very evident, penalties for overruns are to be assessed against the State, even though they may not be assessed against the contractor by the State.

Your suggestion will be kept in mind for use on future projects where conditions afford opportunity for variation of the time limit, and I am sure that it will be the means of our making substantial savings. Please accept my thanks for your interest and for your courtesy in bringing the matter to my attention.

Very truly yours,

State Highway Engineer

NOTED

[redacted]

[redacted]

President
FRED C. REED, [redacted]
YEON BUILDING

SURETY ASSOCIATION OF PORTLAND
PORTLAND, OREGON

June 17, 1936.

RECEIVED
JUN 18 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Bid Opening - June 26th - Ross Island Bridge - Schiller Street Section of East Portland-Oregon City Highway

We are advised that the specifications for the above contract provide a time limit of 13 months in which to complete the work.

For your information, all surety companies who subscribe to the Towner Rating Bureau must abide by their filed rates and which rates now provide that such contracts as the above awarded by highway departments if the stipulated time to complete is over 12 months take a rate of 1½% of the contract price. In the event this contract goes for around $400,000, the one half per cent additional rate due to the 13 months stipulated time to complete would cost the state approximately $2000. The writer has discussed this matter with other members of the Surety Association, and it is our suggestion that, if possible, the highway commission amend the specifications to provide a stipulated time of completion of 12 months. There could be a general understanding that a 30 day extension of time could be granted if necessary but such understanding should of course not appear in the specifications.

We are not adverse to accepting $2000 additional premium but feel that it is to the best interests of the state that they save this additional sum if possible. Will you kindly advise the writer as to any action the commission may take so that members of our association may be advised to quote the proper rate to prospective bidders.

Very truly yours,

SURETY ASSOCIATION OF PORTLAND

FCR/GG

By Fred C. Reed
g

Mr. Baldock

June 18, 1936

Surety Association of Portland,
Fred G. Reed, President
Yeon Building
Portland, Oregon

Gentlemen:

Acknowledgment is made of your letter of June 17 in regard to the completion date of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway.

I note the information givenas to the extra premium that will have to be paid in the event the completion date is scheduled for 13 months.

I am referring your letter to Mr. R. H. Baldock, State Highway Engineer.

Thanking you for this information, I remain

Very truly yours,

HBG:MC

Secretary

REFERRED TO
Mr. Baldock
BY SECRETARY

168-2

STATE HIGHWAY COMMISSION

June 1, 1936.

Mr. J. M. Devers:

Under date of May 18, I sent you a memorandum covering division of work between the Portland Traction Company and the state in connection with the construction of the subway under Milwaukie Avenue in South Portland. At that time we planned on putting the shoofly on the west side of Milwaukie Avenue and building a trestle across the open cut. We find, however, that considerable money can be saved by putting the shoofly track on the east side of Milwaukie Avenue which will eliminate the necessity of the trestle.

The division of work under this new set-up should be as follows:

WORK TO BE DONE BY THE STATE

1. Clear the ground and make the embankment up to subgrade.

2. Replace the pavement on Milwaukie Avenue.

3. Lay ballast and surface the street car tracks which are to be reinstalled on Milwaukie Avenue after completion of the structure.

4. Remove the ballast from the shoofly line and smooth up the ground occupied.

NOTED
State Highway Engineer

WORK TO BE DONE BY THE PORTLAND TRACTION COMPANY

1. Place and furnish ballast, ties and rails for the entire shoofly track, including the connections with the present track.

2. Break out that portion of the pavement on Milwaukie Avenue which interferes with the placing of the shoofly track.

3. Install and remove trolley poles, trolley wire and fiitings for the shoofly track.

4. Rearrange and reinstall trolley poles, wire and fittings across the new structure.

The Portland Traction Company should charge us at the current price for all material involved in their work, and should give us credit for all salvage.

It is planned to let a contract for this job at the June meeting of the Highway Commission.

G. S. Paxson

cc Mr. Baldock

FORM S-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Undercrossing

May 19th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

The vicinity map of the Milwaukie Undercrossing does not show a direct tie to the centerline of the street. The bridge department has figured the tie from the intersection of the tangent with the street, but they wish an exact check.

Please make an exact tie between the centerline of the street and the tangent to the spiral at the point of intersection with the centerline, and forward the stationing and angle of intersection. Please do this at your earliest convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

Const
Projects
Undercrossing

May 18, 1936.

Mr. J. M. Devers

In connection with the south unit of the Schiller Street-Union Avenue project on the East Portland-Oregon City Highway in Portland, we will build an undercrossing of Milwaukie Avenue. Milwaukie Avenue at this point carries a double track street car line of the Portland Traction Company. Traffic on this street car line must be maintained during construction of the underpass.

We plan on building a shoofly trestle across the highway cut on the west side of Milwaukie Avenue to support these railroad tracks. The highway contractor will make the necessary embankment and will completely construct the shoofly trestle.

The railroad company will break out the present pavement on Milwaukie Avenue to re-align their track for the shoofly route, and will furnish and lay ballast, ties and track on the entire shoofly, with the exception of that portion included in the shoofly trestle section where the highway contractor will place the ties on the trestle ready for the laying of the rails.

The railroad company will also make the necessary revisions to their trolley wire.

After the completion of the structure, the railroad company will remove their rails and ties from the shoofly line, and will replace ballast, ties and track on Milwaukie Avenue up to a junction with the new undercrossing structure.

The rails on the new undercrossing structure are an integral part of the structure and will be placed by the structural contractor. The repaving of the broken up pavement on Milwaukie Avenue will be done by the structural contractor.

The railroad will also reinstall their trolley wires across the new structure.

It will be necessary that we make up an agreement for execution with the Portland Traction Company setting forth the division of work and also the matter of reimbursement for the work to be done by the traction company.

Mr. Devers, #2

May 18, 1936.

This is not a grade separation project and is not subject to the terms of Memorandum No. 6. However, I believe that the traction company will consent to an agreement which does not provide for the payment of any fixed percentage for overhead and general supervision, and will limit their claim for reimbursement to the actual expenses incurred.

I would ask that you prepare the necessary agreements covered above.

G. S. Paxson

GSP:AP

✓CC R. H. Baldock

FORM 5-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-D

April 14th, 1938

Mr. Frank T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

During the hearing in Portland on the Schiller Street to Union Avenue Section, Mr. George A. Peel brought up the question of a sewer on his property on Grand Avenue, one block north of Franklin Street.

It is my understanding that the sewer now runs to the east, but that in rebuilding the Grand Avenue sewer to the adjusted grades he wished it in a position to serve his property. I may have gotten the wrong idea of this, but at any event please contact him and the city sewer engineers before the sewer lay-out is definitely established.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
W. E. Chandler

NOTED
State Highway Engineer

CONTRACT# 1917

FA 190-H Wall Creek-Siskiyou Sec., 1936
Pacific Hwy.
1917

RECEIVED
JUN 22 1938
FOR FILING

190-H

June 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 14, 1938, we are sending, under separate cover, three copies of easement covering that portion of the Southern Pacific Company's right of way where an encroachment occurred in construction of the Neil Creek-Siskiyou Section, Project No. NH 190-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 15 1938
STATE [illegible] COMMISSION

June 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish us three copies of the easement granted by the Southern Pacific Company, covering encroachment on its right of way of the Wall Creek-Siskiyou Section of the Pacific Highway near Station 455. It is necessary that we have copies of the easement before payment of the final voucher for Oregon FAP 190-H can be made.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Hwy. Engineer

[illegible] white copy to [illegible] Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form [illegible]

190H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending May 21-1938

Section Wall Creek - Siskiyou Prefix 15-1112-561 Order No.

Amount authorized, $ 15,500 ; work completed %; money spent 82 %

Description of job 4X6 Tunnel under wet slide and open ditches

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	338.34		338.34
Labor	7519.67	177.50	7697.17
"Y" Accounts:*			
Lumber	2000.04	128.14	2128.18
Wire	13.70		13.70
Pipe		87.90	87.90
"Z" Accounts: Powder	325.60		325.60
Equipment Rental	1000.05	30.00	1030.05
Equipment Repairs	67.67		67.67
Equipment Supplies	486.74	5.00	491.74
Tools and Miscellaneous	554.96		554.96
Totals	12306.77	428.54	12735.31

Average number of men employed 7

Weather report Fair

Average number of trucks 1

Other major equipment Air compressor & jkhammer and blower

Lost time and cause of delays

Work accomplished Foreman & 4 men working all week and advanced to 112 ft in on the side tunnel.

Worked 2 men 1 day laying 2" water pipe around the slide.

Remarks: " " " 4 " ditching at the Koble slide.

[illegible] 1938

H. G. SMITH

Dan C. Rodgers
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 290—F-19077—5M—1-31

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending May 7 1938

Section Wall Creek Siskiyou Prefix Order No.

Amount Authorized $ 15,500.00 ; Work Completed 76 %; Money Spent %

Description of Job 4' X 6' Tunnel under wet slide and open ditches

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	335.34	3.00	338.34
Labor	7132.67	207.50	7340.17
"Y" Accounts: *			
Lumber	1671.24	2.80	1674.04
Wire	13.70		13.70
Powder	293.49	32.11	325.60
"Z" Accounts: Equipment Rental	959.05	30.00	989.05
Equipment Repairs	66.67	1.00	67.67
Equipment Supplies	475.02	10.00	485.02
Tools and Miscellaneous	533.13	21.83	554.96
Totals	11480.31	308.24	11788.55

Average number of men employed 8

Average number of trucks 1

Other major equipment Air Compressor

Jack hammer and Blower

Weather report Rain 3 days Fair 3 Days

Lost time and cause of delays

Work accomplished 2 men 4 days on well with timber lining at Frank Forth's

5 men 1 day on test holes at Kobles Slide

Advanced the side tunnel from 70 to 82 feet in.

Remarks

Whitmore

Dan C. Rodgers

Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 280—21944—5M—7-36

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending April 30, 1938

Section Wall Creek- Siskiyou Prefix Order No.

Amount authorized, $ 10588.; work completed %; money spent %

Description of job 4' x 6' tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	293.67	41.67	335.34
Labor	6932.07	200.60	7132.67
"Y" Accounts:*			
Lumber	1671.24		1671.24
Wire	xxx	13.70	13.70
Powder	293.49		293.49
"Z" Accounts:			
Equipment Rental	862.25	96.80	959.05
Equipment Repairs	66.67		66.67
Equipment Supplies	475.02		475.02
Tools and Miscellaneous	533.13		533.13
Totals	11127.54	352.77	11480.31

Average number of men employed 8

Weather report Rain Monday & Wed
Fair other days

Average number of trucks 1

Other major equipment Air compressor & jack hammer ~~and blower~~

Lost time and cause of delays

Work accomplished Advanced the side tunnel from 40' to 70' in (from 30' in the first tunnel toward the air shaft). Put down test holes above Koble slide, did not strike any water veins.

Remarks:

P P Whitmore

Dan C. Rodgers
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

FORM 8-A-1 10M 11-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 26, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. P. F. Whitmore,
Resident Engineer,
Ashland, Ore.

NOTED
St. Highway Engineer

Dear Sir:

In checking through our records we are unable to locate a letter of explanation for under-runs and over-runs for the following projects:

Wall Creek-Siskiyou, Grading, Contract No. 1917 ✓

Tallman Creek-Siskiyou Section, Bituminous macadam, Contract No. 1934.

North Unit Torrent Creek-Wall Creek, Grading, Contract No. 1776.

It is imperative that we have an explanation of all over-runs and under runs of all items where the estimated quantities are exceeded by 10%, in order that statement can be made to the Bureau of Public Roads. We would appreciate it in the future if these explanations would accompany your final records.

Please submit explanation of your over-runs and under-runs for the above mentioned projects, segregated in accordance with each Federal Aid Project number, at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓
E. D. Lytle

Form 290—23944—1M—7-36

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending April 23,1938.

Section Wall Creek- Siskiyou Prefix 15-1112-561 Order No.

Amount authorized, $ 10588. ; work completed %; money spent %

Description of job 4' x 6' tunnel under wet slide

EXPENDITURES

		Previous	This Week	Total to Date
		$	$	$
"X" Accounts: Supervision		293.67		293.67
Labor		6727.67	204.40	6932.07
"Y" Accounts:*	Lumber	1641.73	29.51	1671.24
"Z" Accounts:	Powder	293.49		293.49
Equipment Rental		840.05	22.20	862.25
Equipment Repairs		65.92	.75	66.67
Equipment Supplies		460.83	14.19	475.02
Tools and Miscellaneous		533.13		533.13
Totals		10,856.49	271.05	11127.54

NOTED

Average number of men employed 8

Weather report Fair

Average number of trucks 1

Other major equipment Air compressor and jack hammer and blower

Lost time and cause of delays

Work accomplished Dug more drain ditches across ridge below railroad embankment.

Dug to 40' in in a tunnel(from 30' in first tunnel) toward air shaft.

Fell 3 more big trees which were moving.

Remarks:

RECEIVED

1938

P P Whitmore

Dan C. Rodgars

Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form [illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending April 16-1-1938.

Section Wall Creek- Siskiyou Prefix 15-1112-561 Order No.

Amount authorized, $ 10588. ; work completed %; money spent %

Description of job 4' x 6' drainage tunnel under wet slide

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	293.67		293.67
Labor	6527.07	200.60	6727.67
"Y" Accounts:*			
Lumber	1641.73		1641.73
Powder	293.30	.19	293.49
"Z" Accounts: Equipment Rental	820.05	20.	840.05
Equipment Repairs	65.92		65.92
Equipment Supplies	450.83	10.	460.83
Tools and Miscellaneous	530.92	2.21	533.13
Totals	10623.49	233.00	10856.49

Average number of men employed 8

Average number of trucks 1

Other major equipment

Air compressor & jackhammer & blower

Weather report Fair

NOTED
[illegible] N. HACKETT

Lost time and cause of delays

Work accomplished Put down and timbered a shaft at 360' in. Dug drain ditches across ridge below railroad embankment. Started and dug 20' on a tunnel from 30' in, toward air shaft, this section to avoid the sliding section.

Remarks:

RECEIVED
APR 18 1938
CONST[illegible]

P P Whitmore
Dan C. Rodgers
Foreman

*List separately the principal items or material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

RECEIVED
APR 12 1938
CONST

190#

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending April 9, 1938.

Section Wall Creek- Siskiyou State Force Prefix 15-1112-561 Order No.

Amount authorized, $ 10588. ; work completed %; money spent 100 %

Description of job 4' by 6' tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	293.67		293.67
Labor	6281.47	245.60	6527.07
"Y" Accounts:*			
Lumber	1641.73		1641.73
"Z" Accounts: Powder	283.30	10.00	293.30
Equipment Rental	790.05	30.00	820.05
Equipment Repairs	27.00	38.92	65.92
Equipment Supplies	440.83	10.00	450.83
Tools and Miscellaneous	522.92	8.00	530.92
Totals	10280.97	342.52	10623.49

Average number of men employed 8

Weather report Fair

Average number of trucks 1

Other major equipment

Air compressor & jack hammer and blower.

Lost time and cause of delays

Work accomplished At 398 ft. in on tunnel line we put a shaft from ground surface to tunnel and timbered it. Advanced the tunnel heading from 412 to 422 ft in.

Remarks: The tunnel is sliding and crushing in on the raised level section from 398 to 422 ft in and is sliding from 60 to 100 ft. in. Cracks are appearing above the tunnel line near outlet end and above the Robertson spring and along the railroad embankment. Although there is considerable water coming from tunnel the situation at the highway looks bad as fornerly.

P P Whitmore
Dan C. Rodgers
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 9-86 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

April 9, 1938

RECEIVED
[illegible] 11 1938
OREGON
STATE HIGHWAY COMMISSION

198-H

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. Probert

Dear Sir:

Enclosed is request for additional project authorization on the Wall Creek-Siskiyou section, contract #1917, in the amount of $[illegible]60.00, as requested by Mr. Milner on April 5th.

With reference to the last paragraph of Mr. Milner's letter, we have not included additional funds for removal of slides or for the completion of the drainage tunnels. In all probability, additional funds will be necessary to cover these two items, but we would prefer to request such funds on Form #[illegible] Order for State Force Work so that the work done under individaul account will not exceed the authorization for that account. Such procedure will aid this office and the Maintenance Engineer's office in segregating costs and authorizations on these particular items.

Very truly yours,

R. D. LYTLE
Division Engineer

By:

R. B. SIPPRELL
Office Engineer

RBS:G
ems

cc: Baldock ✓
Bishop

RECEIVED
APR 8 1938
FOR FILING

190-H

April 7, 1938

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The final estimate release which is now passing over my desk indicates that the amount being paid the contractor on the Wall Creek-Siskiyou grading project is $118,000 as compared with a contract amount of only $95,000; also, that state force work performed on the project has cost about $17,000, and that the engineering cost has exceeded the amount originally set-up by more than fifty per cent.

I was aware of the fact that the cost of this project was exceeding the original estimate, but I did not suppose that the increase in cost would be as great as it has turned out to be.

Please give me a brief report on this situation.

Very truly yours,

State Highway Engineer

RECEIVED
APR 7 1938
FOR FILING
1902-H

#1917

April 6, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1917 for the construction of the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County, has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after April 16, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $117,998.06, including the final payment. Of this amount $883.15 was for force account work.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form [illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending Aprol 2, 1938.

Section Wall Creek- Siskiyou State Force Prefix .... Order No. ....

Amount authorized, $ 10588.; work completed ....%; money spent ....%

Description of job 4' x 6' tunnel under wet slide

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	219.	74.67	293.67
Labor	6072.	209.47	6281.47
"Y" Accounts:* Lumber	1641.73		1641.73
"Z" Accounts: Powder	283.30		283.30
Equipment Rental	781.25	8.80	790.05
Equipment Repairs	27.		27.
Equipment Supplies	430.83	10.	440.83
Tools and Miscellaneous	519.42	3.50	522.92
Totals	9974.53	306.44	10280.97

Average number of men employed 6

Average number of trucks 1

Other major equipment Air compressor & jack hammer and blower.

Weather report Snow.

Lost time and cause of delays

NOTED
[illegible] HACKETT

Work accomplished Raised up ten ft. at 402 ft. in , and advanced ten ft. on the higher level and timbered this part.

Remarks: Miner's helper, Joe Hayes was injured at 2;30 P M March 31. Was picking at top of tunnel and some material dropped loose and forced the pick handle against his body and physician here says he is ruptured.

P. J. Whitmore
Dan C. Rodgers
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 230—22344—3M—7-36

190 H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending March 26, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount authorized, $ 10588. ; work completed 92 %; money spent 94 %

Description of job 4' x 6' tunnel under wet slide

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	219.		219.
Labor	5910.	162.	6072.
"Y" Accounts:* Lumber	1641.73		1641.73
"Z" Accounts: Powder	283.30		283.30
Equipment Rental	741.25	40.	781.25
Equipment Repairs	27.		27.
Equipment Supplies	414.83	16.	430.83
Tools and Miscellaneous	519.42		519.42
Totals	9756.53	218.	9974.53

Average number of men employed 6

Average number of trucks 1

Other major equipment

Air compressor & jackhammer & blower.

Weather report

Lost time and cause of delays

Work accomplished Extended the tunnel into the soft section 16 ft. (at 90 ft. in) and worked on heading of tunnel advancing and raising up at heading.

Remarks: Heading is in at 402 ft.

P P Whitmore

Dan C. Rodgers

Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form [illegible]—F-21076 [illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending March 19 , 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 10588. ; Work Completed 90 %; Money Spent 92 %

Description of Job 4' x 6' Tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	219.		219.
Labor	5738.	172.	5910.
"Y" Accounts:* Lumber	1500.	141.73	1641.73
"Z" Accounts: Powder	283.30		283.30
Equipment Rental	701.25	40.	741.25
Equipment Repairs	20.90	6.10	27.
Equipment Supplies	320.97	93.86	414.83
Tools and Miscellaneous	519.42		519.42
Totals	9302.84	453.69	9756.53

Average number of men employed 6

Weather report Rain

Average number of trucks 1

Other major equipment Air compressor & jackhammer & blower.

Lost time and cause of delays

Work accomplished Remarks Shafts to ground surface were put in previously at 302 ft. & 360 ft. Tunnel is in 397 ft. Worked all week putting shafts up at 232 ft. in. -256-272-308. Also extending the tunnel into soft section at 90 ft. in where we had made the first turn to the right. Have considerable flow of water into this place therefore are cleaning it out & timbering it to extension. We have a strong flow of water in tunnel now although there is considerable coming to the road cut.

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 290—F-21076 5M—4-31

190-44

✓

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending March 12, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 10588. ; Work Completed 88 %; Money Spent 88 %

Description of Job 4' x 6' drainage tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	219.		219.
Labor	5520.	218.	5738.
"Y" Accounts:* Lumber	1450. x[illegible]x	50.	1500.
Powder	283.30		283.30
"Z" Accounts: Equipment Rental	670.05	31.20	701.25
Equipment Repairs	20.90		20.90
Equipment Supplies	300.97	20.	320.97
Tools and Miscellaneous	519.42		519.42
Totals	8983.64	319.20	9302.84

Average number of men employed 7

Average number of trucks 1

Other major equipment Air compressor & jack hammer & blower.

Weather report Variable Cloudy with some rain and wind.

Lost time and cause of delays Working upward on shafts nearly all week.

Work accomplished Tunnel is in 397 feet with a shaft to ground surface at 360 ft in and shaft partly done at 308 ft in.

Remarks Have increased the water flow into tunnel and decreased flow into the road cut very perceptibly.

P P Whitmore

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

[illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending March 5, 1933

Section Wall Creek- Siskiyou Prefix 15-1112-561 Order No.

Amount Authorized $ 10508. ; Work Completed 85 %; Money Spent 85 %

Description of Job 4 x 6 tunnel under wet slide

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	219.		219.
Labor	5353.37	166.63	5520.
"Y" Accounts: *			
Lumber	1374.39	75.61	1450.
Powder	283.32		283.32
"Z" Accounts:			
Equipment Rental	630.05	40.	670.05
Equipment Repairs	20.90		20.90
Equipment Supplies	295.69	5.28	300.97
Tools and Miscellaneous	499.07	20.35	519.42
Totals	8675.79	307.87	8983.66

Average number of men employed 6.

Average number of trucks 1

Other major equipment

Air compressor & jack hammer & blower

Weather report Rain

Lost time and cause of delays

RECEIVED
MAR 1933

Work accomplished Tunnel is in a distance of 385 ft.

Remarks Starting some openings from top of tunnel upward.

P P Whitmore

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

[illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Feb. 26, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 10508. ; Work Completed 82 %; Money Spent 82 %

Description of Job 4 x 6 tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	219.		219.
Labor	5181.25	172.12	5353.37
"Y" Accounts:*			
Lumber	1374.39		1374.39
Powder	221.32	62.00	283.32
"Z" Accounts:	430.	200.05	630.05
Equipment Rental			
Equipment Repairs	20.90		20.90
Equipment Supplies	295.69		295.69
Tools and Miscellaneous	499.07		499.07
Totals	8241.62	434.17	8675.79

Average number of men employed 6

Average number of trucks 1

Other major equipment

Air compressor & Jk hammer & blower.

Weather report Fair

Lost time and cause of delays

Work accomplished Tunnel is in a total distance of 364 ft.

Remarks Set up blower at top of shaft which hits tunnel at 208 ft. in, blowing air thru stove pipe to heading.

NOTED
H. W. LIE

PP Whitmore
Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 200—[illegible]

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending Feb. 19, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount authorized, $ 7320. ; work completed 80 %; money spent 112.6 %

Description of job 4 x 6 tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	200.32	18.68	219.00
Labor	5000.96	180.25	5181.25
"Y" Accounts:*			
Lumber	1374.39	0.00	1374.39
Powder	201.32	20.00	221.32
"Z" Accounts:			
Equipment Rental	405.00	25.00	430.00
Equipment Repairs	20.90		20.90
Equipment Supplies	199.69	96.00	295.69
Tools and Miscellaneous	475.95	23.12	499.07
Totals	7878.53	363.05	8241.58

Average number of men employed 7

Weather report Snowing

Average number of trucks 1

Other major equipment

Air compressor & jack hammer

Lost time and cause of delays

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1938

Work accomplished Tunnel is in a total distance of 348 ft.

ROUTED
H. W. LIBBY

H. G. SMITH

Remarks: Received a blower for tunnel ventilation
" 200 ft of rails for miners dump car.

Laid off one of the three shift crews for better efficiency on the other two crews.

P.P. Whitmore
Dan C. Rodgers Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 220—F-21076 525—4-31

190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Feb. 12, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 7320. ; Work Completed 79 %; Money Spent 108 %

Description of Job 4 x 6 tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	177.32	23.00	200.32
Labor	4558.96	442.	5000.96
"Y" Accounts: *			
Lumber	1374.39		1374.39
"Z" Accounts: Powder	201.32		201.32
Equipment Rental	366.30	38.70	405.
Equipment Repairs	1.35	19.55	20.90
Equipment Supplies	189.69	10.	199.69
Tools and Miscellaneous	475.95		475.95
Totals	7345.28	533.25	7878.53

Average number of men employed 8

Average number of trucks 1

Other major equipment

Air compressor & jack hammer.

Weather report Snow

Lost time and cause of delays

FEB 1[illegible] 1938

Work accomplished Tunnel is in total distance of 330. ft.

Remarks Air in tunnel is bad. We are attempting to correct ventilation as some of the crew are having headaches and get sick.

Dan C. Rodgers.

Foreman

* List separately the Principal Items of Material Entering into the Work.

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Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

190-H

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Feb. 5, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 7320. ; Work Completed 78 %; Money Spent 100 %

Description of Job 4x6 tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
"X" Accounts:	$	$	$
Supervision	152.32	25.00	177.32
Labor	4461.	97.96	4558.96
"Y" Accounts: *			
Lumber	1365.68	8.71	1374.39
"Z" Accounts: Powder	129.34	71.98	201.32
Equipment Rental	348.30	18.	366.30
Equipment Repairs	1.35		1.35
Equipment Supplies	179.69	10.	189.69
Tools and Miscellaneous	439.13	36.82	475.95
Totals	7076.81	268.47	7345.28

Average number of men employed 8

Weather report Rain & snow.

Average number of trucks 1

FEB - 1938

Other major equipment Air compressor & jack hammer.

Lost time and cause of delays

Work accomplished Advanced tunnel heading 20 ft. Got a timber box down thru the shaft to the tunnel(at 210 ft. in tunnel) Box serves as ventilator and there is considerable water flowing thru and along side this box into tunnel.

marks

P P Whitmore

Dan. C. Rodgers

Foreman

* List separately the Principal Items of Material Entering into the Work.

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Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

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190-H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Jan. 29, 1938.

Section Wall Creek- Siskiyou Prefix Order No.

Amount Authorized $ 7320.; Work Completed 77 %; Money Spent 97 %

Description of Job 4x6 tunnel under wet slide

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	103.93	48.39	152.32
Labor	4168.66	292.34	4461.30
"Y" Accounts:* Lumber	1359.17	6.51	1365.68
"Z" Accounts: Powder	119.34	10.00	129,34
Equipment Rental	311.00	37.30	348.30
Equipment Repairs	1.35		1.35
Equipment Supplies	123.40	56.29	179.69
Tools and Miscellaneous	432.32	6.81	439.13
Totals	6619.17	457.64	7076.81

Average number of men employed 8

Average number of trucks 1

Other major equipment
Air compressor & jack hammer.

Weather report Rain

Lost time and cause of delays

Work accomplished Advanced the tunnel heading 20' and worked on shaft which was opened but plugged with mud after 24 hrs.

Remarks At 210 ft in the tunnel we have been working up on the shaft which was t timbered down from ground surface 20 ft. We broke thru from tunnel up to shaft but mud ran in very fast. Got it stopped and now attempting to get the water thru the mud.

Dan C. Rodgers P P Whitmore
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

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190 H

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JAN [illegible]

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Jan. 22, 1938

Section Wall Creek- Siskiyou Prefix .... Order No. ....

Amount Authorized $ 7520. ; Work Completed 75 %; Money Spent 90 %

Description of Job 4 x 6 drainage tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	103.93		103.93
Labor	3911.16	257.50	4168.66
"Y" Accounts:*			
Lumber	1344.36	14.81	1359.17
"Z" Accounts: Powder	119.34		119.34
Equipment Rental	279.80	31.20	311.00
Equipment Repairs	1.35		1.35
Equipment Supplies	113.40	10.00	123.40
Tools and Miscellaneous	400.22	32.10	432.32
Totals	6273.56	345.61	6619.17

Average number of men employed 11

Average number of trucks 1

Other major equipment

Air compresser & jack hammer.

Weather report Rain

Lost time and cause of delays

Work accomplished Tunnel is in 286 ft.

Putting down an air shaft at 220 ft. in.

Remarks

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 230—F-21076 325—4-31

190 H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Jan. 15, 1938.

Section Wall Creek- Siskiyou Prefix .... Order No. ....

Amount Authorized $ 150. ; Work Completed 100% %; Money Spent 101.63 %

Description of Job Clear and level the ground and excavate for a 30 X 20 garage on west side of highway for Koble's.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision			16.66
Labor			69.76
"Y" Accounts: *			
"Z" Accounts:			
Equipment Rental			11.30
Equipment Repairs			
Equipment Supplies			3.91
Tools and Miscellaneous			
Totals			101.63

Average number of men employed ....

Average number of trucks ....

Other major equipment ....

Clearing $ 44.

Excavation 57.63

Weather report ....

Lost time and cause of delays ....

Work accomplished Work was completed Dec. 11, 1937, as reported by Mr. Bromley but he did not include all costs in his report as some were incurred previous to his crew moving in.

Remarks

NOTED
H. W. LIBB

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JAN 1[illegible] 1938

P P Whitmore
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

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OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Jan. 15, 1938

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 7320. ; Work Completed 70 %; Money Spent 86 %

Description of Job 4 x 6 drainage tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	103.93		103.93
Labor	3644.16	267.	3911.16
"Y" Accounts: *			
Lumber & Timber	1344.36		1344.36
"Z" Accounts: Powder	94.98	24.36	119.34
Equipment Rental	249.80	30.	279.80
Equipment Repairs	1.35		1.35
Equipment Supplies	123.40	10.	133.40
Tools and Miscellaneous	400.22		400.22
Totals	5962.20	331.36	6293.56

Average number of men employed 10

Average number of trucks 1

Other major equipment

Air compressor & jack Hammer.

Weather report Rain

Lost time and cause of delays

Tunnel is in 266 ft. Also working on an air shaft at 220 ft. in.

Work accomplished

Remarks

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JAN [illegible] 1938

P P Whitmore

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

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190 H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Jan. 8, 1938.

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 7320. ; Work Completed 65 %; Money Spent 80 %

Description of Job 4x6 drainage tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	103.93		103.93
Labor	3376.16	268.	3644.16
"Y" Accounts: *			
Lumber & Timber	1344.36		1344.36
"Z" Accounts: Powder	74.98	20.	94.98
Equipment Rental	222.20	27.60	249.80
Equipment Repairs	1.35		1.35
Equipment Supplies	113.40	10.00	123.40
Tools and Miscellaneous	385.22	15.00	400.22
Totals	5621.60	340.60	5962.20

Average number of men employed 10

Average number of trucks 1

Other major equipment Air compressor and jack hammer.

Weather report Fair

Lost time and cause of delays

Work accomplished 250' of tunnel in.

Remarks

1938

P P Whitmore

Dan C. Rodgers

Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. J. Tou Velle, Jacksonville
H. B. Glaisyer, Secretary

RECEIVED
JAN 12 1938

R. H. BALDOCK
State Highway Engineer
Salem

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STATE HIGHWAY COMMISSION

190-H

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please Refer to File No.

Jan. 5th, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith an estimate on the work done by McNutt Brothers on the Wall Creek-Siskiyou Section of the Pacific Highway.

This estimate, I believe, represents approximately all the work they have done but before marking it "semi final" I wish to again check over the classification. I checked this once but since then we have sent in some more rock samples and am going down to look at the job again today.

I would suggest that this estimate be handled as a monthly and that payment be made on it as usual.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING

RECEIVED
JAN 5 - 1938
IN REPLY PLEASE
OREGON
STATE HIGHWAY COMMISSION

170-H

Jan. 4, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

I am sending you herewith the bill submitted by the Postal Telegraph and Cable Company covering the changing of their line where it interferred with the construction of the Wall Creek-Siskiyou Section of the Pacific Highway.

You will note that they have charged us 25% for supervision, which I consider to be out of line. I took this matter up with the San Francisco office and they advised that that was their standard charge and that in other places it had been allowed so I have let it pass. However, I am not sure as to what amount we have allowed utilities of this sort to charge so thought it best to call the item to your attention.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

Form 200—F-21076 5M—4-31

190 H

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Dec. 31-1937

Section Wall Creek- Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 7320. ; Work Completed 60 %; Money Spent 77 %

Description of Job 4x6 tunnel under wet slide.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	41.67	62.26	103.93
Labor	3042.56	333.60	3376.16
"Y" Accounts: * Lumber & Timber	1304.03	40.33	1344.36
"Z" Accounts: Powder	74.98		74.98
Equipment Rental	103.50	118.70	222.20
Equipment Repairs		1.35	1.35
Equipment Supplies	108.92	4.48	113.40
Tools and Miscellaneous	296.51	88.71	385.22
Totals	4972.17	612.17	5621.60

Average number of men employed 11

Weather report Fair

Average number of trucks 1

Other major equipment Air compressor & jack hammer.

Lost time and cause of delays

Work accomplished 225 ft of tunnel in.

CEIVE
JAN 193

Remarks

PP Whitmore

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.
NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

R.H. Baldock

190-

December 23rd, 1937

Wall Creek-Siskiyou Section
Pacific Highway

McNutt Bros., Contractors
Contract 1917

P. P. Whitmore, Resident Engineer
Prefix 15-1112

Final Cost Report

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,463.46	100%				$7,100.00
Trench Excavation	2,427.04	2,528.1	cu. yd.	/0425	1.00	2,528.10
Class "A" Excavation	6,717.67	10,266.1	cu. yd.	0.6544	0.50	5,133.05
Class "B" Excavation	43,861.28	160.845.1	cu. yd.	0.2727	0.30	48,253.53
Overhaul	2,658.14	177,209	yd. sta.	0.0150	0.01	1,772.09
Truck Haul	487.68	2,868.7	yd. mi.	0.1700	0.15	430.31
Finishing Roadbed & Slopes	759.98	1.58	Mi.	481.00	500.00	790.00
Rounding Cutbanks	544.61	6,707	lin. ft.	0.0812	0.10	670.70
8" Porous Drain Tile	88.62	373	lin. ft.	0. 2376	0.25	93.25
9" Perf. Corr. Iron Pipe	605.34	514	lin. ft.	1.1995	1.25	642.50
18" Concrete Pipe	2,408.00	1,101	lin. ft.	2.1871	2.25	2,477.25
Rock Backfill in Drains	322.77	111.4	cu. yd.	2.8974	3.00	334.20
Class "D" Concrete	6,159.20	281.30	cu. yd.	21.8955	22.00	6,188.60
Metal Reinforcement	3,049.99	46,995.2	lb.	0.0649	0.06	2,819.71
Class "B" Concrete	4,228.74	213.01	cu. yd.	19.8524	20.00	4,260.20
6" Perf. Corr. Iron Pipe	657.07	720	lin. ft.	0.9126	0.95	684.00
PA #1 Class "A" Excavation	3,350.57	5,968.1	cu. yd.	0.5614	0.50	2,984.05
PA #2 " "B" "	12,746.88	57,771.7	cu. yd.	0.2206	0.30	17,331.51
PA #3 Special Haul	7,600.67	63,691.7	cu. yd.	0.1193	0.20	12,738.34
PA #4 Finishing Roadbed & Slopes	72.15	0.15	Mi.	481.00	500.00	75.00
PA #5 Rounding Cutbanks	45.72	563	lin. ft.	0.0812	0.10	56.30
Extra Work Orders	887.82					887.82
	$107,143.40					$118,050.51

NOTED

Gross Revenue	**$118,050.51**
Total Cost	**107,143.40**
Net Profit	**$10,907.11**

Net Profit Equals 9.24% of Gross Revenue

Contract 1917

Detail of Cost

Labor:

Supervision	$2,737.66	
Labor	28,290.41	
State Industrial Accident Insurance 5%	1,551.40	
Unemployment Compensation 1% 1936, 2% 1937	560.28	
Old Age Benegit 1% 1937	250.00	$33,389.75

Materials:

9" Perf. Corr. Iron Pipe	514 lin. ft. at 0.80	411.20	
6" " " " "	720 lin. ft. at 0.55	396.00	
8" Porous Drain Tile	373 lin. ft. at 0.16	59.68	
18" Concrete Pipe	1,101 lin. ft. at 1.70	1,871.70	2,738.58

Miscellaneous:

Equipment Rental	35,119.00	
Gas, Oil & Grease	9,736.94	
Explosives (Clearing & Grubbing)	193.80	
" (Excavation)	2,484.48	
Freight & Cartage Moving In	1,901.98	
Camp Lumber, Supplies & Rent	1,291.44	
Small Tools, Supplies & Miscellaneous	2,708.14	
Team Exptnse	185.48	
Bond 1% of Revenue	1,180.51	
Home Office Expense 2% of Revenue	2,361.02	57,162.79

Work Sub-Contracted to Oscar Joelsen:

Class "D" Concrete	281.27 cu. yd. at 20.00	5,625.40	
" "B" "	213.01 cu. yd. at 18.00	3,834.18	
Metal Reinforcement	46,995 lb. at 0.06	2,819.70	
Trench Excavation	1,573 cu. yd. at 1.00	1,573.00	13,852.28
TotalCost			$107,143.40

Contract 1917

REMARKS:

This contract was bid July 23rd, 1936 and awarded Sept. 1st, Work was started on Sept. 8th, 1936 and completed August 23rd, 1937.

The progress of the job was delayed by adverse weather conditions for a period of eight months following the date of award. During the fall of 1936, from September to December, it was too dry to burn, and grading could not be started until the clearing and grubbing were partially completed. Some of the burning was done in December, and the grading work was started, but due to rain and snow it was necessary to close down until April 6th. Due to heavy rain in April, the shovel and trucks lost most of the month's time.

Clearing was started in September, and the falling, shashing and piling were done during the dry weather. Burning was started after the first fall rains in December, but due to deep snow was not finished until spring. The clearing and grubbing consisted of about 25 acres of fir, jackpine, oak and madrona and cost about $300.00 per acre. Being unable to burn at the time slashing was done and winter carryover charge increased the cost.

From May 1st, grading operations progressed rapidly. A 2½ yard gas shovel, six 5-yard trucks, five 3-yard trucks, two RD-8 cats, two 20-yard LeTourneau buggies and a 75 H.P. cat and dozer, working three shifts or 20 hours per day, averaged about 160 cu. yd. of material moved per hour. Material consisted of clay underlaid with large boulders and sandstone. Little granite was encountered on this project. Cost of drilling and shooting was 29 cents per yard and required about .6 lb. of powder per yard. Average cost of both A and B classifications was .296cents per yard.

The same equipment was used in excavation of slide material moved on price agreement. This material was drilled and shot for 13 cents per yard and required only .15 lb. of powder per yard. Average cost of both A and B classification was .253 per yard, but this did not include any free haul, all haul being paid on the price agreement for special haul.

The concrete work consisting of three box culverts, three spring covers, and a retaining wall were sub-contracted to Oscar Joelsen. This work was started in September 1936, but due to rain, mud and deep snow, was closed down during the winter and was not finished until April.

Although handicapped by unfavorable weather, this job was well managed and efficiently handled. Equipment was adequate and well chosen for the type of work encoutered. There was considerably more "B" grade material in this job than was originally estimated, which was an advantage to the contractor, since the bid was unbalanced. Other items were closely bid and the whole job shows a fair profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

190 ✓ Form 290—P-19877—5M—1-31

WEST
DEC 23 1937

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Dec. 25, 1937

Section Wall Creek- Siskiyou

Prefix 15-1112-561 Order No.

Amount Authorized $ 2000. ; Work Completed 100 %; Money Spent 100 %

Description of Job Put down 6 shafts to slip plane. Dig and line with timber a surface drainage ditch.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision			
Labor			1565.06
"Y" Accounts: * Lumber and timber			320.79
"Z" Accounts: Equipment Rental			47.30
Equipment Repairs			7.50
Equipment Supplies			
Tools and Miscellaneous			61.35
Totals			2000.00

Average number of men employed

Average number of trucks

Other major equipment

Weather report

Lost time and cause of delays

Work accomplished Job completed.

Remarks

J P Whitmore

Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

190-H

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OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Dec. 23, 1937.

Section Wall Creek- Siskiyou Prefix 15-1112-565 Order No.

Amount Authorized $ 265. ; Work Completed 100 %; Money Spent 95 %

Description of Job Build 200 ft. of standard cable guard fence in front of Koble's house- Station 462#50- 464#50

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision			16.67
Labor			152.32
"Y" Accounts: *			
Lumber			54.86
Bolts & cable			27.16
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals			251.01

Average number of men employed

Average number of trucks

Other major equipment

Weather report

Lost time and cause of delays

NOTED
H. G. SMITH

Work accomplished Job completed.

Remarks

P P Whitmore
Dan C. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

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190 7

DEC 23 1937

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Dec. 23, 1937.

Section Wall Creek- Siskiyou Prefix 15-1111-558 559 Order No.

Amount Authorized $ 112.00 ; Work Completed 100 %; Money Spent 118 %

Description of Job Install 64 lin. ft. of metal ditch lining diameter 30.56" between lower end of railroad box culvert and upper end of highway box culvert Station 435.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision			16.67
Labor			69.20
"Y" Accounts:*			
Lumber			3.08
Metal ditch lining			43.52
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals			$ 132.47

Average number of men employed 2

Average number of trucks

Other major equipment

Weather report

Lost time and cause of delays

NOTED
H. D. SMITH

Work accomplished

Remarks

P. P. Whitmore
Foreman

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Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

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DEC 23 1937

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending December 23, 1937

Section Wall Creek- Siskiyou

Prefix 15-1112-561 Order No.

Amount Authorized $ 4320.; Work Completed 50 %; Money Spent 4972.17 %

Description of Job Drainage tunnel under wet slide- 360 Ft. of tunnel, 4 x 6

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision			41.67
Labor			3042.56
"Y" Accounts: * Lumber & Timber			1304.03
"Z" Accounts: Powder			74.98
Equipment Rental			103.50
Equipment Repairs			
Equipment Supplies			108.92
Tools and Miscellaneous			296.51
Totals			4972.17

Average number of men employed 8

Weather report Mild- Rainy & Foggy

Average number of trucks 1

Other ~~major~~ equipment Air compressor
2 dump cars & track

Lost time and cause of delays

NOTED
H. G. SMITH

Work accomplished Tunnel is driven and timbered 200 ft. Some water passing out tunnel but have not tapped main water stream.

Remarks

O P Whitmore

Dan O. Rodgers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

FORM 2-A-4 10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190 H

December 20,1937

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Will you please concur in additional time extension of McNutt Bros. Contract No. 1917, Wall Creek-Siskiyou Section of the Pacific Highway, F. A. Project #190 - 8, without penalty, from Aug. 18th to Aug. 23,1937.

All work on the contract was actually completed on August 18, but the engineer requests that some additional clean-up work be done which was not completed until August 23rd, at which date you were notified that project was completed.

The excavation quantities on this project were materially increased and the contractors were further delayed by reason that the Forestry Department would not issue burning permit until late in December. Since the contractors were delayed because of no fault of their own and since the traveling public was not in any way interfered with, it is our recommendation that the contract be extended to August 23, 1937, without penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 20 1937
FOR FILING

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

190-H

December 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: E. G. SMITH

Dear Sir:

Reference is made to your letter of December 10th, relative to McNutt Bros. request for an additional extension of time on their contract No. 1917, Wall Creek-Siskiyou Section of the Pacific Highway.

From Mr. Whitmore's weekly reports, we assume that McNutt Bros. requested an extension of time to August 18th as that was the date on which the actual grading work on the project was completed. However, it was not until August 23 that the contractor finally cleaned up the project and moved out and therefore Mr. Whitmore showed the official completion date as August 23.

The second request for extension of time was made at the request of the Secretary of the Commission.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

#1917

RECEIVED
NOV 30 1937
FOR FILING
190-H

November 29, 1937

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the McNutt Bros. Contract No. 1917, Wall Creek-Siskiyou Section in Jackson County.

The original date of completion of this contract was May 31, 1937, and the time limit was extended to August 18, 1937. According to our records the work was not completed until August 25, 1937. Before final payment can be made it will be necessary to have the time limit extended up to and including the actual date of completion.

Will you kindly take this matter up with the contractors and forward your recommendation to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

190-H

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 16, 1937

Section Wall Creek- Siskiyou

Kind of work Grading

Highway Pacific

Section prefix 15-1112

Contractor Mc Nutt Bros.

Contract number 1917

Date of contract Sept. 1, 1936

Date of completion May 31, 1937

Date work started " 8, 1936

[illegible] date of completion Aug. 23, 1937

Amount of contract $ 95252.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 6362., %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract work completed.

Engineers set R/W posts and mile posts and in office on final estimate.

Part of the crew setting R/W posts on Little Butte Creek Road.

NOTED

NOTED
H. N. HACKETT

RECEIVED
OCT 1[illegible] 1937

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

job should be removed.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, [illegible] Engineer, and retain the blue copy for your own file.

Form 200—F-21696 [illegible]

190-H

RECEIVED OCT 13 1937

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For Week Ending Oct. 9- 1937

Section Wall Creek - Siskiyou Prefix 15-1112 Order No. 561

Amount Authorized $ 6320.00; Work Completed 45 %; Money Spent 45 %

Description of Job Six test shafts, Open ditch for drainage, Tunnel for drainage

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	2148.98	151.80	2300.78
Labor			
"Y" Accounts: *			
Lumber	338.02		
Powder	27.00		365.02
"Z" Accounts:			
Equipment Rental	80.30	8.00	88.30
Equipment Repairs	7.50		7.50
Equipment Supplies		4.00	4.00
Tools and Miscellaneous	65.30		65.30
Totals	2667.10	163.80	2830.90

Average number of men employed Six

Weather report Fair

Average number of trucks One

Other major equipment

Lost time and cause of delays

Work accomplished Six test shafts done

Open ditch 90% done

Remarks Tunnel 25% done

NOTED H. G. SMITH

NOTED H. N. HACKETT

R P Whitmore Res Engr

Dan C Rogers
Foreman

* List separately the Principal Items of Material Entering into the Work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Assistant State Highway Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

190-H

RECEIVED
OCT 11 1937
FOR FILING

Stencil No. 9.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 190-H, Wall Creek-Siskiyou Section, Pacific Highway, ____________, was made by a representative of this office on September 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 9 1937
FOR FILING
190-H

RECEIVED
SEP 27 1937
OREGON STATE HIGHWAY COMMISSION

September 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. PROBERT

Dear Sir:

On an order for state force work for tunneling under a wet slide on the Wall Creek-Siskiyou section of the Pacific Highway, Contract 1912, received this morning, we note that the total approved authorization is $123,472.75.

We have here an order covering the construction of 200 feet of guard fence and timber steps, dated August 26th, showing an approved authorization of $285.00. That order in addition to the $4,320.00 approved on the first mentioned order would indicate the total approved authorization should read $123,757.75.

Will you please advise?

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Acting Office Engineer

RBS:MDG

cc--R. H. Baldock

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 15 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1937
FOR FILING
190-H

Sept. 14th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Order for State Force Work on the Wall Creek-Siskiyou Section of the Pacific Highway covering construction of a tunnel under the slide on the Robertson property. Also Department Order covering the lumber needed in connection with this work. If the order for the work is approved, will you please hand the Department Order to the Requisition Department?

Please note that Whitmore has specified Redwood for the lining of the tunnel. Do you think that this is as good or better than Port Orford Cedar? Personally I have had no experience with Redwood and do not have much of an idea as to which would be best. If you think Port Orford Cedar should be substituted, will you change the order accordingly?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
KDL:AF

FORM S-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED SEP 7 1937 FOR FILING

190-H

September 2nd, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in an extension of time on McNutt Bros. contract #1917, F.A.P. 190-H, for the grading of the Wall Creek-Siskiyou Section of the Pacific Highway.

The contract was awarded on September 1st, and the contractor started work on the 8th, but because of the dry weather the Forest officials would not issue a permit to burn their slashing until well into December. As a result, the contractors were unable to do any grading until the next spring.

It is recommended that the extension of time be granted from May 31st, to August 18th, without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

W. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
AUG 12 1937
FOR FILING
190-H

August 2nd, 1937

Cost Analysis to July 15th, 1937
Pacific Highway, Wall Cr.-Siskiyou Section, Grading
Contract 1917, Prefix 15-1112

McNutt Bros., Contractors
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,276.32	95%			$6,745.00
Trench Excavation	2,423.72	2,054 cu. yd.	1.18	1.00	2,054.00
Class "A" Excavation	8,870.25	13,500 cu. yd.	0.657	0.50	6,750.00
Class "B" "	38,884.90	136,000 cu. yd.	0.287	0.30	40,800.00
Overhaul	3,352.25	223,500 yd. sta.	0.015	0.01	2,235.00
Truck Haul	493.00	2,900 yd. mi.	0.17	0.15	435.00
Rounding Cutbanks	560.00	7,000 lin. ft.	0.08	0.10	700.00
8" Porous Drain Tile	106.56	370 lin. ft.	0.288	0.25	92.50
9" Perf. Corr. Iron Pipe	252.28	212 lin. ft.	1.19	1.25	265.00
18" Concrete Pipe	1,733.76	774 lin. ft.	2.24	2.25	1,741.50
Rock Backfill in Drains	217.08	80.4 cu. yd.	2.70	3.00	241.20
Class "D" Concrete	6,059.20	281.30 cu. yd.	21.54	22.00	6,188.60
Metal Reinforcement	3,054.68	46,995 lbs.	0.065	0.06	2,819.71
Class "B" Concrete	4,128.74	213.01 cu. yd.	19.38	20.00	4,260.20
6" Perf. Corr. Iron Pipe	498.96	660 lin. ft.	0.756	0.95	627.00
Class "B" Excavation)) PA #1	6,152.71	30,000 cu. yd.	0.205	0.30	9,000.00
Special Haul)	3,597.29	30,000 cu. yd.	0.12	0.20	6,000.00
	$87,661.70				$90,954.71

Gross Revenue	$90,954.71
Total Cost	87,661.70
Net Profit	$3,293.01

Net Profit Equals 3.62% of Gross Revenue

NOTED
State Highway Engineer

Contract 1917

Detail of Cost

Labor:

Supervision (Supt. & Bookkeeper)		$2,413.98	
Labor		23,514.81	
State Industrial Accident Insurance		1,296.44	
Unemployment Insurance		458.30	
Old Age Benefit		286.71	
			$27,970.24

Materials:

9" Perf. Corr. Iron Pipe	212 lin. ft. at 0.80	169.60	
6" " " " "	660 lin. ft. at 0.55	363.00	
8" Porous Drain Tile	370 lin. ft. at 0.16	59.20	
18" Concrete Pipe	774 lin. ft. at 1.70	1,315.80	
			1,907.60

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	26,832.00	
Gas, Oil & Grease	8,079.56	
Explosives (Clearing & Grubbing)	195.80	
" (Excavation)	2,078.16	
Freight & Cartage Moving In	569.71	
Camp Lumber & Supplies	414.70	
Small Tools, Supplies & Misc.	2,849.70	
Team Expense	185.48	
Bond	909.55	
Home Office	1,819.10	
		43,931.58

Work Subbed to Oscar Joelsen:

Class "D" Concrete	281.27 cu. yd. at 20.00	5,625.40	
Class "B" "	231.01 cu. yd. at 18.00	3,834.18	
Metal Reinforcement	46,995 lbs. at 0.06	2,819.70	
Trench Excavation	1,573 cu. yd. at 1.00	1,573.00	
			13,852.28
		Total Cost	$87,661.70

Contract 1917

REMARKS:

This contract was bid July 23rd, and was awarded Sept. 1st, 1936; work was started Sept. 8th, 1936, and to July 15th, 1937, was about 88% complete. It is expected that the project will be finished by August 15th.

The job has been seriously delayed by adverse weather conditions for a period of eight months following the date of award. During the fall of 1936, from Sept. to Dec., it was too dry to burn, and grading could not be started until the clearing and grubbing were partially completed. Some of the burningwas done in December, and the grading work was started, but due to rain and snow, it was necessary to close down until April 6th. Due to rain in April, the shovel and trucks lost most of the month.

Grading is now progressing rapidly. A 2½ cu. yd. shovel, six 5-yd. trucks, five 3-yd. trucks, two RD 8 cats and two 20-yd. buggies, and a 75 H.P. cat and dozer, working three shifts, or 20 hours per day, are moving about 3500 cu. yds. per day.

Clearing was started in September, and the falling, slashing and piling were done during the dry weather. Burning was started after the first fall rains in December, but due to deep snow was not finished until spring. The clearing and grubbing consisted of about 25 acres of fir, jackpine, oak and madrona costing about $325.00 per acre. Being unable to burn at the time slashing was done and winter carryover charge increased the cost.

The concrete work consisting of three box culverts, three spring covers, and a retaining wall were sub-contracted to Oscar Joelsen. This work was started in September, but due to rain, mud and deep snow, work was closed down during winter and was not finished until April.

The job now shows a small profit and with good weather and the rapid progress that is now being made on grading, the profit should be slightly increased by the time of completion.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Contract 1917

REMARKS:

This contract was bid July 23rd, and was awarded Sept. 1st, 1936; work was started Sept. 8th, 1936, and to July 15th, 1937, was about 88% complete. It is expected that the project will be finished by August 15th.

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The job now shows a small profit and with good weather and the rapid progress that is now being made on grading, the profit should be slightly increased by the time of completion.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Rll Baldock ✓

RECEIVED
JUL 12 1937
FOR FILING
190-H

Pacific Highway, Wall Creek-Siskiyou Section, Grading
Contract #1917, Prefix 15-1112
McNutt Bros., Contractors P. P. Whitmore, Resident Engineer

Cost Analysis to June 15th, 1937

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing		$7,276.32	95%			$6,745.00
Trench Excavation		2,407.71	2,044 cu. yd.	1.18	1.00	2,044.00
Class "A" Excavation		8,060.00	13,500 cu. yd.	0.62	0.50	6,750.00
Class "B" "		27,664.36	94,616 cu. yd.	0.292	0.30	28,384.80
Overhaul		2,500.00	125,000 yd. sta.	0.02	0.01	1,250.00
Rounding Cutbanks		500.00	5,000 lin. ft.	0.10	0.10	500.00
8" Porous Drain Tile		106.56	370 lin. ft.	0.288	0.25	92.50
9" Perf. Corr. Iron Pipe		252.28	212 lin. ft.	1.19	1.25	265.00
18" Concrete Pipe		1,664.18	744 lin. ft.	2.24	2.25	1,674.00
Rock Backfill in Drains		216.00	80 cu. yd.	2.70	3.00	240.00
Class "D" Concrete		6,057.57	281.27 cu. yd.	21.54	22.00	6,187.94
Metal Reinforcement		2,981.47	46,146 Lbs.	0.065	0.06	2,768.76
Class "B" Concrete		4,128.74	231.01 cu. yd.	19.38	20.00	4,260.20
6" Perf. Corr. Iron Pipe		498.80	660 lin. ft.	0.756	0.95	627.00
Class "B" Excavation	PA #1	1,485.00	5,000 cu. yd.	0.297	0.30	1,500.00
Special Haul		750.00	5,000 cu. yd.	0.15	0.20	1,000.00
		$ 66,548.99				$ 64,289.20

Total Cost	$66,548.99
Gross Revenue	64,289.20
Net Loss	$ 2,259.79

Net Loss Equals 3.52% of Gross Revenue

NOTED

Contract #1917

Detail of Cost

Labor:			
Supervision (Supt. & Bookkeeper)		$2,090.30	
Labor		17,301.69	
State Industrial Accident Insurance		1,019.60	
Unemployment Insurance		347.56	
Old Age Benefit		231.34	$20,990.49
Material:			
9" Perf. Corr. Iron Pipe	212 lin. ft. at 0.80	169.60	
6" " " " "	660 lin. ft. at 0.55	363.00	
8" Porous Drain Tile	370 lin. ft. at 0.16	59.20	
18" Concrete Pipe	744 lin. ft. at 1.70	1,264.80	1,856.60
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		17,655.00	
Gas, Oil & Grease		4,872.99	
Explosives (Clearing & Grubbing)		193.80	
Explosives (Excavation)		1,905.68	
Freight & Cartage Moving In		513.23	
Camp Lumber & Supplies		414.70	
Small Tools, Supplies & Misc.		2,231.01	
Team Expense		185.48	
Bond		642.89	
Home Office & General Overhead		1,285.78	29,900.56
Work Subbed to Oscar Joelsen:			
Class "D" Concrete	281.27 cu. yd. at $20.00	5,625.40	
Class "B" "	213.01 cu. yd. at 18.00	3,834.18	
Metal Reinforcement	46,146 lbs. at 0.06	2,768.76	
Trench Excavation	1,573 cu. yd. at 1.00	1,573.00	13,801.34
Total Cost			$ 66,548.99

Contract #1917

REMARKS:

This contract was bid July 23rd, and was awarded Sept. 1st, 1936; work was started Sept. 8th, 1936 and to June 15th, 1937 was about 65% complete. The completion date is May 31st, but an extension of about 2 months will be required to finish the job.

The job has been seriously delayed by adverse weather conditions. During the fall from Sept. until Dec., it was too dry to burn, and grading could not be started until the clearing and grubbing were partly completed. Some of the burning was done in December, and the grading work was started, but due to rain and snow, it was necessary to close down until April 6th; due to rain in April, the shovel and trucks lost most of the month.

Grading is now progressing rapidly. A 2½ cu. yd. shovel, six 5-yd. trucks, five 3-yd. trucks, two RD 8 cats and two 20-yd. buggies and a 75 H.P. cat and dozer working 3 shifts or 20 hours per day, are moving about 3,500 cu. yds. per day.

Clearing was started in September, and the falling, slashing and piling were done during the dry weather. Burning was started after the first fall rains in December, but due to deep snow was not finished until spring. The clearing and grubbing consisted of about 25 acres of fir, jackpine, oak and madrona costing about $325.00 per acre. Being unable to burn at the time slashing was done and the winter carry over charge increased the cost.

The concrete work consisting of three box culverts, three spring covers, and a retaining wall were sub-contracted to Oscar Joelsen. This work was started in September, but due to rain, mud and deep snow, work was closed down during winter and was not finished until April.

The job shows a small loss at present, but with good weather and the rapid progress that is now being made on grading, the job will probably show a small profit at the time of completion.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

R H BALDOCK

RECEIVED
JUN 11 1937
FOR FILING

190-H

May 27, 1937

COST ANALYSIS TO MAY 15, 1937

Pacific Highway, Wall Creek-Siskiyou Section, Grading
Contract 1917, Prefix 15-1112

NOTED
State Highway Engineer

McNutt Bros., Contractors
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,256.32	90%			$8,390.00
Trench Excavation	2,407.71	2,044 Cu. Yd.	1.18	1.00	2,044.00
Class A Excavation	4,507.93	7,000 Cu. Yd.	0.644	0.50	3,500.00
" B "	15,484.00	49,000 Cu. Yd.	0.316	0.30	14,700.00
Overhaul	1,500.00	75,000 Yd. Sta.	0.02	0.01	750.00
8" Porous Drain Tile	92.56	321 Lin. Ft.	0.288	0.25	80.25
18" Concrete Pipe	1,664.18	744 Lin. Ft.	2.24	2.25	1,674.00
Rock Backfill in Drains	129.85	49 Cu. Yd.	2.65	3.00	147.00
Class D Concrete	6,057.57	281.27 Cu. Yd.	21.54	22.00	6,187.94
Metal Reinforcement	2,981.47	46,146 Bbls.	0.065	0.06	2,768.76
Class B Concrete	4,128.74	213.01 Cu. Yd.	19.38	20.00	4,260.20
6" Perf. Corr. Iron Pipe	498.80	660 Lin. Ft.	0.756	0.95	627.00
	$46,709.13				$45,129.15

Cost	$46,709.13
Gross Revenue	45,129.15
Net Loss	$1,579.98

Net Loss Equals 3.5% of Gross Revenue

Cost Analysis to May 15, 1937
Contract 1917

DETAIL COST

Labor:			
Supervision (Supt. & Bookkeeper)		$1,685.70	
Labor		12,112.85	
State Industrial Accident Insurance		739.93	
Unemployment Insurance		235.69	
Old Age Pension		175.41	
			$14,949.58
Material:			
8" Porous Drain Tile	321 Lin. Ft. at 0.16	51.36	
18" Concrete Pipe	744 Lin. Ft. at 1.70	1,264.80	
6" Perf. C.I. Pipe	660 Lin. Ft. at 0.55	363.00	
			1,679.16
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		8,885.50	
Gas, Oil & Grease		2,783.60	
Explosives (Clearing & Grubbing)		183.53	
Explosives (Excavation)		866.65	
Freight & Cartage Moving In		589.45	
Camp Lumber & Supplies		403.38	
Small Tools, Supplies & Misc.		1,296.18	
Team Expense		177.08	
Bond		431.30	
Home Office & General Overhead		862.60	
			$16,279.07
Work Subbed to Oscar Joelson:			
Class "D" Concrete	281.27 Cu. Yd. at $20.00	5,625.40	
" "B" "	213.01 Cu. Yd. at 18.00	3,834.18	
Metal Reinforcement	46,146 Lbs. at 0.06	2,768.76	
Trench Excavation	1,573 Cu. Yd. at 1.00	1,573.00	
			13,801.34
	COST GRAND TOTAL		$46,709.15

Cost Analysis to May 15, 1937
Contract 1917

REMARKS:

This contract was bid July 23rd, and was awarded Sept. 1, 1936; work was started Sept. 8, 1936 and to May 15, 1937 was about 45% complete. The completion date is May 31st, but it is apparent that an extension of about 2 months will be required to finish the job.

The job has been seriously delayed by adverse weather conditions. During the fall from Sept. until Dec., it was too dry to burn, and grading could not be started until the clearing and grubbing were partly completed. Some of the burning was done in December, and grading work was started, but due to rain and snow, it was necessary to close down until April 6th. Due to rain in April, the shovel and trucks lost most of the month.

Grading is now progressing rapidly. A 2½-yard shovel, six 5-yard trucks and 2-95 H.P. cats equipped with bulldozers working 3 shifts or 20 hours per day, are moving about 3,500 cu. yds. per day. Two more cats will probably be placed on the job within the next two weeks, and the grading should be finished about July 15th.

Clearing wasstarted in September, and the falling, slashing and piling was done during dry weather. Burning was started after the first fall rains in December, but due to deep snow was not finished until spring.

The clearing and grubbing consisted of about 25 acres of fir, jackpine, oak and madrona, cost about $325.00 per acre. Being unable to burn at time slashing was done and the winter carry over charge increased cost.

The concrete work consisting of three box culverts, three spring covers and a retaining wall were sub-contracted to Oscar Joelson. This work was started in September, but doe to rain, mud and deep snow, work was closed down during winter, and the work was not finished until April.

The job shows a loss at present, but with good weather and the rapid progress that is now being made on grading, the job will probably show a small profit at the time of completion.

E. H. Clymer
Cost Analyst

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 21 1937
FOR FILING
190-H

OREGON STATE HIGHWAY COMMISSION

SALEM

May 20th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 21 1937
STATE HIGHWAY COMMISSION

McNutt Brothers
331½ East Broadway
Eugene, Oregon.

Dear Sirs:

I was over your Wall Creek-Siskiyou job the first of this week and was quite disappointed in the amount of work that had been completed.

Our specifications on this job call for completion date of April 30th. I realize that you were held up by inability to burn and that there was also delay in awarding the contract. We recognize these delays and are willing to grant you a reasonable extension of time but we must insist that you put enough equipment on this job to complete it by not later than the 15th, of next July. The work must be finished by that date in order that we may have sufficient time to surface and oil it before the Fall rains. It is requested that you give this matter your earnest consideration and advise me what steps you will take in order to guarantee completion by the middle of July.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
H. G. Smith

KDL:AP

NOTED
State Highway Engineer

RECEIVED
MAR 23 1937
FOR FILING
190-H

March 22, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 19, 1937, containing inquiry concerning the item of "Special Haul" in Price Agreement No. 1 on the Wall Creek-Siskiyou Section, F. A. Project No. 190-H.

No mention is made in your letter concerning our previous letter of February 3, 1937, and it has occurred to us it may have not reached your office. This letter stated, in answer to your inquiry of January 29, 1937, that "payment is to be made for this work at a slightly higher rate than that of the contract item because of hauling conditions being somewhat more difficult and expensive, due to most of the material being hauled practically one mile and all of the haul being made on an adverse grade."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1937

RECEIVED
MAR 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 29th requesting further information with regard to justification for Price Agreement No. 1 for additional excavation and haul on Oregon F.A.P. No. 190-H, the Wall Creek-Siskiyou section of the Pacific Highway.

This is again called to your attention as we are holding the papers here for explanation as to the reason why haul is notcomputed according to specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM 8-A-1 1935 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILING

190-11

February 24th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to the proposed line change on the Wall Creek-Siskiyou Station Section in order to afford room for material from the slide.

I beg to advise that I consider it very necessary that McNutt approve this method of disposing of the slide material. If he is unwilling to do so, I think that we should use the line as last revised and dispose of this material by extra widening.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION
SALEM

POST OFFICE BUILDING
PORTLAND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILING
190-11

February 24th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the proposed line change on the Wall Creek-Siskiyou Station Section in order to afford room for material from the slide.

I beg to advise that I consider it very necessary that McNutt approve this method of disposing of the slide material. If he is unwilling to do so, I think that we should use the line as last revised and dispose of this material by extra widening.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
FEB 23 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP No. 190-H
Wall Creek-Siskiyou Section

February 17, 1937

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Hy. 30319

Form P. R. 2
State Oregon
Project No. 190-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of January, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the United States District Engineer on the 8th day of July, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-two thousand, sixty and no/100 dollars ($82,060.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 451+30, the south end of section G of said project in the NE¼, sec. 17, T. 40S., R. 2E., and ending at survey station 534+55 in the SE¼, sec. 20, T. 40S., R. 2E.

, length 1.570 miles, in Jackson County, being Section E of Oregon project No. 190, consisting of 1.570 miles of roadway and no bridges, ~~such~~ of more than 20 feet clear span, ~~[illegible]~~

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

(b) Final payment of Federal Funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railway Company.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I of said project shall not in any event exceed the sum of eighty-two thousand, sixty and no/100 dollars ($82,060.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-four thousand, five hundred twenty and no/100 dollars ($134,520.00), the approved total estimated cost of Section I of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall [illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of February, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. H. O'Leary
Acting Chief, Bureau of Public Roads.

8—5519

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 190-H, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 134,520.00 as the total estimated cost of said project, and the sum of $ 82,060.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 23 1937
FOR FILING

RECEIVED
FEB 19 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 17th, 1937

190 H

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

Herewith please find sketch of proposed line change on the Wolf Creek-Siskiyou Section.

Since you were last on the job we have had a slide of about 10,000 to 12,000 cubic yards in the big cut just south of the undercrossing on the Burke job. In order to provide for space for this material we have made the line change as shown.

There will accrue to us by reason of this change a saving figured as follows:

12669 Cu. Yds. at $0.30 - - - -	$3800.70	
35000 Yd. O.H. at 0.01 - - - -	350.00	
		$4150.70
Less		
15,000 Yd. Mi. at $0.15 - - - -	$2250.00	
Clearing	300.00	
		-2550.00
Saving - - -		$1600.70

I have credited all of the excavation saved due to our having to move the materials in the slide whether or not the line change is made.

Please advise if you approve this change and if you think it will be necessary to get McNutt to agree to it.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. P. P. Whitmore

KDL:AF

RECEIVED
FEB 4 1937
FOR FILING
190-H

February 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 29, 1937 concerning the item of "Special Haul" in Supplemental Price Agreement No. 1 on the Hall Creek-Siskiyou Section, F. A. Project No. 190-H.

Please be advised that the payment is to be made for this work at a slightly higher rate than that of the regular contract item because of the hauling conditions being somewhat more difficult and expensive, due to most of the materials being hauled practically one mile and all of the haul being made on an adverse grade.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 29, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of January 11, 1937, enclosing special price agreement No. 1, dated December 16, 1936, covering additional excavation and haul on Oregon Federal Aid Project No. 190-H, the Wall Creek-Siskiyou Section, McNutt Bros., contractors.

It is requested that we be furnished with an explanation of the reason that the haul is not to be computed according to the standard specifications as the increase in haul unit price over the contract appears to be liberal.

These papers will be held here pending further advice from you.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Bid Price 15¢ per yd.
Special Haul @ 20¢ per cy

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING

January 29, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of January 11, 1937, enclosing special price agreement No. 1, dated December 16, 1936, covering additional excavation and haul on Oregon Federal Aid Project No. 198-E, the Wall Creek-Siskiyou Section, McNutt Bros., Contractors.

It is requested that we be furnished with an explanation of the reason that the haul is not to be computed according to the standard specifications as the increase in haul unit price over the contract appears to be liberal.

These papers will be held here pending further advice from you.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

[illegible]
Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville
H. B. Gla[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 13 1937
FOR FILING
190-H

January 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The information you just furnished indicated that the Postal Telegraph Company pole line on the Neil Creek-Siskiyou Section was located along an old toll road. It is Mr. Davers' opinion a toll road is not a public road, and therefore the State could not require them to move their poles at their own expense.

We are requesting the Postal Telegraph Company to move their poles immediately and authorizing them to bill us for cost of same.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 13 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 12, 1937

Postal Telegraph Company,
Seattle, Washington.

Attention - S. E. Bull
Acting District Foreman

Gentlemen:

You may consider this letter your authority for billing the State Highway Department for the cost of moving such poles as interfere with the construction of the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County. Bill should be submitted in quadruple, giving detailed, itemized cost, as unit price of material, name of men, their rating, date and hours worked. The bill to be sent to P. P. Whitmore, Resident Engineer at Ashland, in order that it may go through the regular channels for payment.

It is requested that the poles be moved at once in order that they will not interfere with contractor's work. Our resident engineer Mr. Whitmore at Ashland has charge of this work and suggest that he be contacted before work is commenced.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 13 1937
FOR FILING
190-H

RECEIVED
JAN 12 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 11th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

Supplementing my recent letter regarding request of the Postal Telegraph Company for payment for the moving of their line near Siskiyou Station on the Wall Creek-Siskiyou Section of the Pacific Highway, I had Mr. Whitmore make a sketch of the lines with relation to the old road and I am sending this to you.

It would not seem that we could ask the Postal Telegraph Company to move their own line by reason of their having been on the old road.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. J. M. Devers

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

CC

RECEIVED
JAN 9 1937
FOR FILING

RECEIVED
JAN 8 1937
OREGON
STATE HIGHWAY COMMISSION

Const
R/W
Pacific Hwy

Jan. 7th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have had considerable correspondence with the Postal Telegraph-Cable Company relative to the relocation of two or three of their poles which interfere with the construction on the Wall Creek-Siskiyou Section.

We have had the records searched and are unable to find out whether or not these people have any recorded right of way. The question of this right of way was taken up with the Postal Telegraph and they did not seem to have any record of owning a private right of way and today I have received a letter dated Jan. 5th, in which they state that their line has been in place forty years and was not constructed within the limits of the old county road.

I would be glad to have you discuss this matter with Mr. Devers and as a guide to what has transpired previously, I am sending my file, which I ask that you return as soon as you are through with it. I would be glad to have you advise me what answer I should make to these people. I do not know definietly whether or not the poles are or are not upon the old county road but as you will note from my correspondence, I have written for this information and will pass it on to you as soon as it is available.

Very truly yours,

KDL
K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
cc. J. M. Devers

KDL:AF

RECEIVED
DEC 29 1936
FOR FILING
190-H

RECEIVED
DEC 29 1936
STATE HIGHWAY COMMISSION

December 28, 1936

Mr. H. G. Smith,
Salem, Oregon.

Dear Sir:

I am sending herewith price agreement number 1, contract 1917, Wall Creek - Siskiyou section of the Pacific highway.

The cost of this work represented by the agreement will be charged to contract No. 1917, but there will be an off setting credit on this job as follows:

5000 class A. Exc.	at	0.50	$2500.00
5000 class B Exc.	"	0.30	1500.00
10000 Sta. yds. O.H.	"	0.01	100.00
			$4110.00

This represents the saving in excavation quantities by reason of the change in line made by throwing the line down the hill between stations 470 and 495.

The Wall Creek section, contract No. 1788 will be reduced approximately as follows:

Class "A" Exc.	6000 Cu. Yd.	at	0.48	$ 2880.00
Class "B" Exc.	2000." "	"	0.33	6600.00
Truck haul	20000 yd. mi.	"	0.14	2800.00
				$12280.00
Less cost of work done by Herke Bros.				1000.00 (Blasting)
				$11280.00

The result of making the change, as nearly as we can figure it at this time, will be to show a saving of $1000.00.

Very truly yours,

K. D. LYTLE
Division Engineer.

NOTED
State Highway Engineer

By

C. D. CANNON
Office Engineer.

KDL:LC Encl.
cc: R. H. Baldock ✓

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP No. 190-H,
Wall Creek-Siskiyou Sec.
of Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

December 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Tom

FORM 9-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
[illegible]
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1907H

December 3rd, 1936

IN REPLY PLEASE REFER TO FILE NO.

McNutt Brothers, Contractors
951½ E. Broadway
Eugene, Oregon

Dear Sirs:

Your attention is called to the necessity of starting excavation work on the Wall Creek-Siskiyou Section, as our program for opening this road to traffic is predicated upon your completion by the opening date, specified as April 30th.

The hazard to burning has so delayed your grading that it will require an unusual amount of equipment or immediate and continuous progress to move the yardage before the completion date.

Please be advised that it is of the greatest importance that this project be completed within the time limit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
NOV 30 1936
FOR FILING

190-H

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Wall Creek-Siskiyou Section, F. A. Project No. 190-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department Federal Aid Project No. 190-B

[illegible] CREEK-SISKIYOU SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1936

Grading (Sta. 451+30 to 530+78) (Contract No. 1917)

All Required		Clearing and Grubbing		$ 6,785.00
880	cu. yds.	Trench Excavation	$ 1.00	880.00
61,000	cu. yds.	Class "A" Excavation	0.50	30,500.00
114,000	cu. yds.	Class "B" Excavation	0.30	34,200.00
194,000	yd. sta.	Overhaul	0.01	1,940.00
8,000	yd. mi.	Truck Haul	0.15	1,200.00
1.51	miles	Finishing Roadbed and Slopes	500.00	755.00
8,700	lin. ft.	Rounding Cutbanks	0.10	870.00
300	lin. ft.	8" Porous Drain Tile	0.25	75.00
510	lin. ft.	9" Perforated Iron Pipe	1.25	637.50
1,120	lin. ft.	18" Concrete Pipe	2.25	2,520.00
250	cu. yds.	Rock Backfill in Drains	3.00	750.00
180	cu. yds.	Class "D" Concrete	22.00	3,960.00
28,500	lbs.	Metal Reinforcement	0.06	1,710.00
190	cu. yds.	Class "B" Concrete	20.00	3,800.00
600	lin. ft.	6" Perforated Corr. Iron Pipe	0.95	570.00
				$ 91,152.50

Surfacing & Bituminous Macadam (Contract No. 1934)

500	cu. yds.	Excavation, Single Classification	$ 0.30	$ 150.00
300	yd. mi.	Truck Haul	0.14	42.00
1.51	miles	Finishing Roadbed and Slopes	200.00	302.00
2,000	cu. yds.	Granite in Leveling Course & Shoulders	0.40	800.00
1,900	yd. mi.	Hauling Leveling Course & Shoulder Materials	0.15	285.00
4,900	cu. yds.	Course Materials in Surfacing	1.40	6,860.00
1,350	cu. yds.	Key Materials in Surfacing	1.50	2,025.00
810	cu. yds.	Screenings	1.40	1,134.00
1,000	cu. yds.	¾" Rock in Shoulders	1.40	1,400.00
290	cu. yds.	Filler	0.40	116.00
440	yd. mi.	Hauling Filler	0.15	66.00
720	M-Gal.	Sprinkling	1.50	1,080.00

1.79	miles	Preparation of Base	$ 100.00	$ 179.00
2,450	cu. yds.	Mineral Aggregate in Place	2.80	6,860.00
188	tons	Asphalt in Place	25.00	4,700.00
40	tons	Cutback Asphalt in Binder Course	26.00	1,040.00
				$ 27,039
			Subtotal	$118,191
			10% Engr. & Cont.	11,819
			Total	$130,010

Length 1.507 miles
Cost per mile $ 86,270

Grading (Sta. 530+78 to 534+55) (Contract No. 1917)

All Required		Clearing and Grubbing		$ 315.00
220	cu. yds.	Trench Excavation	$ 1.00	220.00
1,000	cu. yds.	Class "A" Excavation	0.50	500.00
2,000	cu. yds.	Class "B" Excavation	0.30	600.00
26,000	yd. sta.	Overhaul	0.01	260.00
.07	mile	Finishing Roadbed and Slopes	500.00	35.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
70	cu. yds.	Class "D" Concrete	22.00	1,540.00
10,000	lbs.	Metal Reinforcement	0.06	600.00
			Subtotal	$ 4,100
			10% Engr. & Cont.	410
			Total	$ 4,510

Length 0.071 mile
Cost per mile $ 63,521

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Sta. 451+30 to 530+78	$ 130,010	$ 79,309	$ 50,701
Sta. 530+78 to 534+55	4,510	2,751	1,759
	$ 134,520	$ 82,060	$ 52,460

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 4 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ____________

POST OFFICE BUILDING
PORTLAND, OREGON

190-H

October 21, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project 190-H, the Wall Creek-Siskiyou Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Tra

RECEIVED
NOV 30 1936
FOR FILING

190-H

October 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Wall Creek-Siskiyou Section, F. A. Project No. 190-H.

Five blueprint copies of the quantity summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rach/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 190-E

WALL CREEK-SISKIYOU SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications for surfacing and bituminous macadam). Not as basis for project agreement).

Salem, Oregon, October 16, 1936.

Grading (Sta. 451+30 to 530+78) (Contract No. 1917)

All Required		Clearing and Grubbing		$ 6,785.00
880	cu. yds.	Trench Excavation	$1.00	880.00
61,000	" "	Class "A" Excavation	0.50	30,500.00
114,000	" "	" "B" "	0.30	34,200.00
194,000	yd. sta.	Overhaul	0.01	1,940.00
8,000	yd. mi.	Truck Haul	0.15	1,200.00
1.51	miles	Finishing Roadbed and Slopes	500.00	755.00
8,700	lin. ft.	Rounding Cutbanks	0.10	870.00
300	" "	6" Porous Drain Tile	0.25	75.00
510	" "	9" Perforated Iron Pipe	1.25	637.50
1,120	" "	18" Concrete Pipe	2.25	2,520.00
250	cu. yds.	Rock Backfill in Drains	3.00	750.00
180	" "	Class "D" Concrete	22.00	3,960.00
28,500	lbs.	Metal Reinforcement	0.06	1,710.00
190	cu. yds.	Class "B" Concrete	20.00	3,800.00
600	lin. ft.	6" Perforated Corr. Iron Pipe	0.95	570.00
				$ 91,152.50

Surfacing & Bituminous Macadam

500	cu. yds.	Excavation, Single Classification	$0.50	$ 250.00
300	yd. mi.	Truck Haul	0.18	54.00
1.51	miles	Finishing Roadbed and Slopes	100.00	151.00
2,000	cu. yds.	Granite in Leveling Course & Shoulders	0.40	800.00
1,900	yd. mi.	Hauling Leveling Course & Shoulder Material	0.14	266.00
4,900	cu. yds.	Coarse Materials in Surfacing	1.75	8,575.00
1,350	" "	Key Materials in Surfacing	1.75	2,362.50
810	" "	Screenings	1.75	1,417.50
1,000	" "	3/4" Rock in Shoulders	1.75	1,750.00
290	" "	Filler	0.40	116.00
440	yd. mi.	Hauling Filler	0.18	79.20
720	M-Gals.	Sprinkling	2.50	1,800.00
1.79	miles	Preparation of Base	100.00	179.00
2,450	cu. yds.	Mineral Aggregate in Place	2.40	5,880.00
188	tons	Asphalt in Place	26.00	4,888.00

40	tons	Cutback Asphalt in Binder Course	$27.00	$ 1,080.00
				$29,648.28

Subtotal- - - - - - - - - $120,800
10% Engr. & Cont. - - - 12,080

Total- - - - - - - - - - $132,880

Length 1.507 miles
Cost per mile $88,175

Grading (Sta. 530+78 to 534+55) (Contract No. 1917)

All Required		Clearing and Grubbing		$ 315.00
220	cu. yds.	Trench Excavation	$1.00	220.00
1,000	" "	Class "A" Excavation	0.50	500.00
2,000	" "	" "B" "	0.30	600.00
25,000	yd. sta.	Overhaul	0.01	250.00
.07	mile	Finishing Roadbed and Slopes	500.00	35.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
70	cu. yds.	Class "B" Concrete	22.00	1,540.00
10,000	lbs.	Metal Reinforcement	0.06	600.00

Subtotal - - - - - - - - - $ 4,100
10% Engr. & Cont. - - - - 410

Total- - - - - - - - - - $ 4,510

Length 0.071 mile
Cost per mile $63,521

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Sta. 451+30 to 530+78	$132,880	$ 81,059	$ 51,821
" 530+78 to 534+55	4,510	2,751	1,759
	$137,390	$ 83,810	$ 53,580

Oregon State Highway Department   Federal Aid Project No. 190-E

WALL CREEK-SISKIYOU SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 7, 1936

All Required		Clearing and Grubbing		$ 7,000.00
1,100	cu. yds.	Trench Excavation	$ 1.50	1,650.00
62,000	cu. yds.	Class "A" Excavation	0.60	37,200.00
116,000	cu. yds.	Class "B" Excavation	0.35	40,600.00
220,000	yd. sta.	Overhaul	0.02	4,400.00
8,000	yds. mi.	Truck Haul	0.15	1,200.00
1.58	miles	Finishing Roadbed and Slopes	500.00	790.00
9,000	lin. ft.	Rounding Cutbanks	0.10	900.00
300	lin. ft.	8" Porous Drain Tile	0.50	150.00
110	lin. ft.	8" Perforated Iron Pipe	1.25	137.50
1,350	lin. ft.	18" Concrete Pipe	2.50	3,375.00
70	cu. yds.	Rock Backfill in Drains	3.00	210.00
340	cu. yds.	Class "D" Concrete	25.00	8,500.00
46,000	lbs.	Metal Reinforcement	0.06	2,760.00
			Subtotal	$108,872.50
			10% Engr. & Cont.	10,887.25
			Total	$119,759.75

Length 1.578 miles
Cost per mile $ 75,893.37

Federal Aid Funds Requested- $ 73,053.44 (61%)
State Funds Available- 46,706.31

$119,759.75

190-H

October 13, 1936

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1917 awarded to you on September 1, 1936, for grading on the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AB

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-1

September 11th, 1936

Mr. P. P. Whitmore
Resident Engineer
State Highway Dept.
Ashland, Oregon

Dear Sir:

The Southern Pacific Railroad has required that the retaining wall on the Wall Creek-Siskiyou Station Section extent two feet higher than the slope and that the fill be constructed of rocky material with drains placed according to the enclosed sketch. It is very necessary that you, therefore, start this fill at the retaining wall and take particular pains that the 2-foot freeboard is not filled in by material rolling down the slope. I am sending you a drawing showing our proposed installation of drainage pipes. Some of the toppings did not check closely with the profile, and these pipes must necessarily be adjusted to fit the field conditions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle

FORM 2-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-44

X

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

Sept. 10th, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. W. DeSOUZA

Dear Sir:

Please refer to your letter to Mr. Whitmore under date of August 13th, relating to a spring on the Ross Tilley property on the Wall Creek-Siskiyou Section of the Pacific Highway.

The following is Mr. Whitmore's report:

"In company with Ross Tilley I went to the site of spring at station 534, Thursday, August 13th.

This is his statement regarding the spring. Four families use water from it for household purposes and also irrigation of yards and gardens. They have water-right on it, and no water-right on the creek flow. They have gravity flow through a one inch pipe, which is now ample. They do not want the spring tampered with in any way for intended improvement or other cause. They do not want the rubble masonry torn out or disturbed.

They want us to enclose it entirely with concrete walls and dome or slab, which will clear top of present top slab at least two feet with a tunnel from main culvert. They do not want the main culvert any closer to the spring as excavation for it might disturb the spring. They want 1" pipe carried from spring to and down the culvert or through the bottom of fill."

Construction details for the preservation of the spring have been worked out and we will attempt to protect the spring to the satisfaction of the water users.

Very truly yours,

K. D. LYTLE
Division Engineer

By Cdc
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

190-H

Sept. 8, 1936

McNutt Brothers,
951½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1917 which was awarded to you on September 1, for the grading of the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately following page No. 13 of the mimeographed special provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

You are requested to notify the U. S. Reemployment Service at once of the approximate date work will be commenced under this contract and the number and classification of men required to carry on such work.

Yours very truly,

Secretary

MC

190-H

September 3, 1936

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Attention: Earl McNutt

Gentlemen:

We are today mailing to you, under separate cover, copies of the plans for the retaining wall to be constructed under your contract for the grading of the Wall Creek-Siskiyou Section of the Pacific Highway. We are sending, also, copies of the plans in accordance with which the embankment and the intercepting drains required between Stations 453 and 457 are to be constructed.

In the performance of the work, the plans will be subject, of course, to such minor revisions and variations as the resident engineer may order.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc P. P. Whitmore

190-H

September 3, 1936

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

For your information, we are sending to you, under separate cover, copies of the plans for the retaining wall construction and embankment construction on the portion of the Wolf Creek-Siskiyou Section between Stations 453 and 457. We are, also, enclosing herewith a copy of the understanding which we have had with McNutt Bros., in regard to the work at that location.

The specifications are being revised to make definite provision for the items mentioned in the agreement with McNutt Bros., and a copy of the revised specifications will be forwarded within the next few days.

Copies of the plans, and our agreement with McNutt Bros., to which reference is made above, are being sent, also, to Mr. Whitmore.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:BK

cc P. P. Whitmore

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
JAN 20 1937
FOR FILING

COPY OF
WESTERN UNION TELEGRAM

190-[illegible]

SALEM OREGON

September 1 1936

McNUTT BROS.

EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING HALL CREEK-SISKIYOU SECTION OF PACIFIC HIGHWAY IN JACKSON COUNTY ON BASIS YOUR BID SUBMITTED JULY TWENTY THIRD AS MODIFIED BY YOUR AGREEMENT WITH COMMISSION DATED AUGUST TWENTY NINTH STOP CONTRACT FORMS FOR YOUR ACCEPTANCE FOLLOW SHORTLY

H B GLAISYER

SECRETARY

FILE

Secretary

HBG:MML

cc - S H Probert

September 1, 1936

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

This letter is to confirm my telegram to you of this date advising you that the State Highway Commission today awarded you the contract for the grading of the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County, for which you submitted the low bid on July 23.

This award is made subject to the conditions outlined in your letter dated August 29, 1936, directed to the Oregon State Highway Commission, wherein you consent to and accept the modification and supplementation of the plans, specifications and bid prices as set forth therein.

Contract forms for your acceptance and execution will be forwarded to you shortly.

Very truly yours,

Secretary

HBG:MEL

cc - S H Probert

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

170-H (26)

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1936 SEP 1 AM 11 29

PRL53 22 GOVT=PORTLAND ORG 1 1114A

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS CONSTITUTES OUR CONCURRENCE OF THIS DATE IN AWARD OF CONTRACT FOR OREGON FAP ONE NINETY H TO MCNUTT BROTHERS LOW BIDDER=

ANDREWS.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Revised plans for the retaining wall and revised plan sheets and summary sheets will be forwarded before the end of the week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

Encl.

August 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.,
Portland, Oregon

Dear Sir:

In line with discussions had with Mr. Davis, we have made arrangements with the Southern Pacific Company and with the low bidder (McNutt Bros.), which make it possible to now proceed with the awarding of the contract for the Wall Creek-Siskiyou Project (Project F. A. 193-B). We, therefore, request your concurrence in the award as of September 1, 1936.

In order that you may be fully informed in regard to the changes in plans which have had to be made, we are enclosing herewith a copy of a letter-agreement which we have with the contractor and a copy of a plan showing the details of intercepting drains and embankment construction on the portion of the project between Stations 453 and 457.

Revised plans for the retaining wall and revised plan sheets and summary sheets will be forwarded before the end of the week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HH

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 1, 1936

IN REPLY PLEASE
REFER TO FILE NO.

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

This letter is to confirm my telegram to you of this date advising you that the State Highway Commission today awarded you the contract for the grading of the Hall Creek-Siskiyou Section of the Pacific Highway in Jackson County, for which you submitted the low bid on July 23.

This award is made subject to the conditions outlined in your letter dated August 29, 1936, directed to the Oregon State Highway Commission, wherein you consent to and accept the modification and supplementation of the plans, specifications and bid prices as set forth therein.

Contract forms for your acceptance and execution will be forwarded to you shortly.

Very truly yours,

Secretary

HBG:MBL

cc - S H Probert ✓

8-1 1930 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 8, 1936.

Bureau of Public Roads
Box 3800
Portland, Oregon

Gentlemen:

Re: Wall Creek-Siskiyou Station Section, Pacific Highway, F.A.P. 190-H.

Under separate cover I am sending you five prints of our drawing 5505, showing revision of the Retaining wall along the railroad between Stations 453+51 and 454+60.

Estimates and particulars accompanying this change in design will be sent you shortly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc S. H. Probert

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 2, 1936.

Mr. W. H. Kirkbride,
Southern Pacific Co.,
65 Market Street,
San Francisco, California.

Dear Sir:

Attached hereto is a print from our drawing 2096 showing the retaining wall along your roadbed in the vicinity of the Wall Creek Subway. This design has been prepared in accordance with your drawing CE14700, Sheet 1.

I am attaching an extra print and would ask that you return it with your notation of approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc W. L. Hook,
S. H. Probert

Enclosures

FORM 5-A-1 5M 6-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-H

August 26th, 1930

Mr. W. L. Hack, Superintendent
Southern Pacific Railway
Dunsmuir, California

Attention: Mr. Taylor.

Dear Sir:

Under separate cover, I am sending five blue prints of the proposed plan for the protection of the Southern Pacific Railway by retaining wall and special fill construction from Station 452 to Station 457 on the Wall Creek-Siskiyou Section of the Pacific Highway. These prints are for your use and for forwarding to Mr. Kirkbride at San Francisco in accordance with the request of Mr. Donegan.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 8M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDO
STATE HIGHWAY EN
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-5-A

Const
Projects
Criminary

August 22nd, 1936

Mr. Earl McNutt, Contractor
351½ E. Broadway
Eugene, Oregon

NOTED
State Highway Engineer

Dear Sir:

The awarding of the contract on the Wall Creek-Siskiyou Station Section of the Pacific Highway in Jackson County has been delayed pending a settlement of an encroachment on the Southern Pacific Ry. from Station 452 to Station 457 where we had proposed a retaining wall.

The Southern Pacific states that on their upper loop some years ago, during a period of unusually heavy spring rains, the fill broke near the intersection with the ground line and slid down upon the tracks below. They feared a recurrence of this trouble whenever there are sufficiently heavy rains to saturate the point of contact between the original ground and the fill. After several conferences they have tentatively agreed (subject to the approval of San Francisco) to the construction of this fill and retaining wall provided that the ground face under the fill is seriated by several steps which may be built by a bulldozer; provided that three perforated pipe drains are used, one encircling the fill at the top to cut off all possible seepage and two placed in the bulldozer's steps to drain any water which might bypass the first pipe; and, provided that select rock is used for this fill.

There is quite evidently sufficient rock in the cuts on this job to make this fill of rock, but it will require some care in the selection of material and perhaps some cross hauling, which, of course, will be paid for under the unit price for haul. The bulldozer work necessary to seriate the base of the fill will be paid for as extra work.

In order to expedite the awarding of this contract, will you please indicate that you are willing to accept the award under these conditions and quote a price on approximately 300 lineal feet of 6" perforated corrugated iron pipe in place.

Very truly yours,

HGS:AR

R. H. BALDOCK
STATE HIGHWAY ENGINEER
By
H. G. Smith, Construction Engineer

cc to: R. H. Baldock ✓

190-H

9-35-6275M—8

TELEGRAM

SPECIFY CLASS OF SERVICE

PREFERRED ( )
DAY ( )
NIGHT ( )

RECEIVED
MAY 5 1937

FOR FILING

BALDOCK
STATE HIGHWAY ENGR

DW SAN FRANCICO AUG 21ST 1936

NOW HAVE AUTHORITY GRANT STATE OF OREGON EASEMENT FOR SLOPE RIGHTS VICINITY WALL CREEK SUBWAY ON YOUR PROPOSED PROJECT NO 190-H PER CONDITIONS AS OUTLINED IN MY LETTER OF EVEN DATE, BD 413

W H KIRKBRIDE
859 PM

RECEIVED
AUG 25 1936
OREGON STATE HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190-H

RECEIVED
AUG 22 1936
IN REPLY PLEASE REFER TO FILE NO.
OREGON
STATE HIGHWAY COMMISSION

Aug. 21, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are attaching hereto rough sketches reflecting locations, lengths, etc. of three box culverts to be constructed on the Wall Creek-Siskiyou Section of the Pacific Highway. These are located as follows: station 484+71, 501+31 and 534.

We believe that sufficient information is contained on these sketches to allow you to make up steel list. The culvert at station 534 is to have a branch to a spring, that must be preserved, along with a concrete inclosure for this spring. Mr. Whitmore, Resident Engineer on this project, has shown the dimensions etc. on the sketch.

Mr. Paxson went over this with Mr. Whitmore a few days ago and can possibly offer some suggestions as to design.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Gannon
Office Engineer

cc. R. H. Baldock
cc. G. S. Paxson

CDG:AF

FORM 2-H-1 1000 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

190-H

August 11, 1936

IN REPLY PLEASE REFER TO FILE NO.

Memorandum to Mr. Baldock

NOTED
State Highway Engineer

This is to advise you that we have cleared the right of way on the Wall Creek-Siskiyou Section of the Pacific Highway so that from a right of way standpoint there is now no reason why the contract can not be awarded.

J. W. DeSOUZA

JWD DK

cc H. G. Smith
S. H. Probert
K. D. Lytle

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-R

July 20th, 1936

Mr. W. L. Hack, Superintendent
Southern Pacific Railroad Co.
Dunsmuir, California

Dear Sir:

Under separate cover, I am forwarding maps and descriptions of a small encroachment which is necessary on the Southern Pacific right of way opposite our Station 453+ to Station 455+ on the Wall Creek-Siskiyou Project. The description of this encroachment seems to have been inadvertently omitted at the time the right of way for the Wall Creek Underpass was arranged for, as it was slightly beyond the technical limits of the project. However, it has been discussed with the Resident Inspector at the Wall Creek Underpass and his ideas incorporated in the plans.

I would appreciate it very much if the granting of this encroachment could be expedited as much as possible as bids are being opened for this job on July 23rd, and we wish to let the contract as soon as possible thereafter. I understand Mr. Paxson, Acting Bridge Engineer, will make an inspection of the Wall Creek grade separation project next week, accompanied by one of your engineers. If there be any question in connection with this wall, I suggest that it be discussed at that time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Coast Projects Pacific Hwy.

July 10, 1936

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith Whitmore's report on test holes dug on the Wall Creek-Siskiyou Station Section of the Pacific Highway.

Very truly yours,

R. A. COLLIER
Division Engineer

cc. R. H. Baldock

RAC:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

IN REPLY PLEASE REFER TO FILE NO.

July [illegible], 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

[illegible] ments for Oregon Federal aid project [illegible], the Wall Creek-[illegible] of the Pacific [illegible] have been reviewed in this office and are being recommended for approval, subject to final review and [illegible] to be advertised for [illegible].

Our recommendation for approval is predicated on the use of Class A and [illegible] as defined in the special provisions being satisfactory to our Regional Office. It is understood [illegible] classification is [illegible].

Very [illegible]

W. H. LYNCH
District Engineer

by [illegible]
Sr. [illegible] Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FILING

RECEIVED
JUL 10 1936
STATE HIGHWAY COMMISSION

190-H

July 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project No. 190-H, the Wall Creek-Siskiyou Section of the Pacific Highway, have been reviewed in this office and are being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority to advertise for bids.

Our recommendation for approval is predicated on the use of Class A and B Excavation as defined in the special provisions being satisfactory to our Regional Office. It is suggested that on future projects the use of this classification be discontinued.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

FORM S-A-1 5M 11-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Coast
Projects
Pac Hwy.

July 3, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: C. S. PAXSON

Dear Sir:

In response to your letter of June 11th, we are inclosing herewith vicinity map showing proposed retaining wall at station 454 south of Wall Creek in the Siskiyous. I believe Whitmore has shown thereon the information requested.

Plans and special provisions for the Wall Creek-Siskiyou Station Section grading on which this wall will be required have been sent to H. G. Smith and design for this wall and estimated quantities should be submitted to his office at your early convenience in order that this section may be let soon.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM H.A.1 5M 11-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190-H

1936
STATE H

June 18, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of June 12th, received with reference to Wall Creek-Siskiyou Section grading.

I have requested Whitmore to make a test pit in each of the larger cuts so that contractors can judge the character of the work. The railroad cuts at Siskiyou Station a short distance above our line show decomposed granite, sandstone and small streaks of gravel conglomerate.

The classification made by Weaver and Martin two or three years ago shows an average of about 20% solid and 80% common and Whitmore has estimated about 80% class "A". We may be able to give better classification in two or three weeks when test pits have been completed. I doubt very much if any real tombstone granite is encountered and expect this section will run between 30 and 40% solid and that it will be difficult in some of the cuts to determine the exact division line between solid and common. It should be noted that on every one of the grading contracts on the Siskiyous so far we have been obliged to materially increase the classification of "A" material or solid in the case of Blake and that the percentage has, or will run from 30 to 50% solid or class "A".

My recommendation concerning classification is as follows: First choice--single classification. Second choice--Common and solid. Third choice--Class "A" and Class "B"

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AF

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190-H

Const.
Projects
Primary

June 12th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

With reference to the Wall Creek-Siskiyou Section.

It had been our thought to resume the standard two classifications on this section as the cuts are of ordinary dimension. Will You kindly furnish the yardage on this basis and make suitable test pits so that the contractors can judge the character of the work.

I would also appreciate your opinion as to whether we are still encountering the weathered granite for which the special classification was devised or whether, as we had anticipated, it will be more equitable to use our standard two classifications basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM B-E-1 5M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Coast
Projects
Primary

June 11, 1936

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

This is in reference to the proposed retaining wall at Station 454 south of Wall Creek in the Siskiyous.

In addition to the information shown on the sketch attached to your letter of June 9, I would like to know whether or not the rock line shown is to be taken as elevation for bottom of the footings. I presume that the rock slopes pretty much with the hillside and the foundation of the wall will either be dug into the rock on the back side or else stepped to follow the rock line.

I would also need to know the character of material which is to be used in backfilling this wall as the pressure on the wall varies greatly with the class of filling material.

This wall will undoubtedly be an encroachment on S.P. right of way and in dealing with the railroad company we should be able to show them a sketch showing the location of the wall with reference to the railroad line and tied to some station on the railroad line. I would think that the best way to show these data would be a vicinity map showing the elevations of the rock line in two places on several of the cross-sections so that the slope of the rock can be checked and also showing the ties to the railroad track. I believe that the cost of getting out these complete data will be more than repaid in the construction of the wall later on. I am returning the sketches with this letter.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD
Enc.

cc P. P. Whitmore
R. H. Baldock ✓

FORM 2-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

X

June 9th, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: G. S. PAXSON

Dear Sir:

Herewith sketches made by Whitmore for proposed retaining wall, station 453+50 to 454+70 south of Wall Creek on the Siskiyous.

He has shown crossways of the sheet a profile of rock line as determined by test pits, ground line and recommended elevation of top of wall and just below this profile, he has shown recommended line for wall with reference to test pits and railroad center line. Highway cross sections have previously been sent to Mr. Smith's office and Whitmore has made a few more cross sections, particularly for the wall which he did not sent to us but might be of value to you and I am requesting him to send them.

I trust you can use these sketches for vicinity maps as they will expedite letting the contract. If not, please shoot the whole works back and we will have the boys make up regular, complete vicinity maps for this retaining wall.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM S-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const Projects Primary

June 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NK
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: E. G. SMITH

Dear Sir:

Herewith special provisions and Engineer's Estimate for Wall Creek-Siskiyou Section grading. Under separate cover by express we are sending you today the following data:

Detail map, scale 100', station 410 to 492
Detail map, scale 100', station 492 to 558
Detail map, spur connections at Siskiyou Station
Profile tracing Wall Creek-Siskiyou Station.
Roll cross sections, station 443+50 to 490+62.
Roll cross sections, station 491 to 539
Roll cross sections, station 540 to 570+50
Roll cross sections and profile of spur connections at Siskiyou Sta.
Roll of clearing and R.O.W. widths (by Whitmore, May, 1936)
Pad computation sheets
Right of way descriptions for Glen W. Husted, Ernest F. Koble, Jack Robertson, C. D. Dollarhide, Harry E. Elliott, Effie P. Brown, Jay K. Brown, Martin R. Scotti, Joseph & Cleo Rose and Ross & Ruby Tilley.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

June 8, 1936

SPECIAL PROVISIONS

WALL CREEK--SISKIYOU SECTION GRADING

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under this contract if awarded consists of the construction of 1.58 miles of highway roadbed on the Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County.

The north end of the project is at station 451+80, which station is about 8.5 miles south of Ashland near Wall Creek crossing.

The south end of the project is at station 534+55 near Siskiyou Station on the Southern Pacific railroad, which station is, by the present paved Pacific Highway, fourteen miles south of Ashland.

CLASS OF PROJECT

This project is a regular Federal Aid project. It is to be conducted in accordance with the Federal regulations applying to that class of project, which regulations insofar as they concern the contractor are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than March 31, 1937.

CLEARING AND GRUBBING

Specifications:
Same as North Unit Torrent Creek-Wall Creek

Areas Within Which
Clearing & Grubbing is to be done:

Same as North Unit

Burning:

Same as North Unit

EARTHWORK

Same as North Unit

Classification:

Same as North Unit. (I recommend single classification)

Protection Against
Unbalanced Bidding:

Same as North Unit.

SPECIAL PROVISIONS

WALL CREEK--SISKIYOU SECTION GRADING

Approach Roads and Road Connections:

The work to be done under this contract shall be understood to include the construction of such road approaches and connections with existing roads as are called for by the plans or ordered by the engineer. The basis of payment for construction of road approaches and connections will be the same as for construction of the main roadbed.

Connection of Embankments:

Same as North Unit.

Excavation Methods:

Same as North Unit

Limitation on Borrow Excavation:

Same as North Unit

Finishing Work to be Paid for on "Per Mile" basis:

Same as North Unit.

Measurement and Payment:

Same as North Unit.

ROUNDING OF TOPS OF CUTBANKS

Work To Be Done:

Same as North Unit

Manner of Performance:

Same as North Unit

Where Rounding Will Not Be Required:

Same as North Unit

Measurement and Payment:

Same as North Unit

PERFORATED PIPE

Same as Barron Creek-Torrent Creek

POROUS DRAINTILE AND ROCK BACKFILL

Same as Barron Creek-Torrent Creek

SPECIAL PROVISIONS

WALL CREEK--SISKIYOU SECTION GRADING

CULVERT PIPE

Specifications:

The culvert pipe to be furnished and placed under the contract shall be furnished, placed and paid for in accordance with the standard specifications for concrete pipe culverts and corrugated iron pipe culverts as given in sections 26, 27, 51 and 52 of the standard specification form except as these specifications are supplemented and modified by the following provisions:

Bituminous Coating and Invert Protection for Corrugated Iron Pipe:

Same as North Unit

Use of Extra-Strength Pipe:

Same as North Unit

Width of Trench:

Same as North Unit

Bedding:

Same as North Unit

Backfilling and Placing of Embankment to Level and top of Pipe:

Same as North Unit.

Special Embankment Construction Of Pipes Where Fill Heights Exceed 45 feet:

Same as North Unit.

Measurement and Payment:

Same as North Unit

BOX CULVERTS

Same as Barron Creek-Torrent Creek.

CONCRETE RETAINING WALL

The reinforced concrete retaining wall required in connection with the project near station 454 shall be constructed and paid for in accordance with State Highway Department's standard bridge specifications issued under date of May 10th, 1929 and in accordance with plans shown on drawing number

SPECIAL PROVISIONS

WALL CREEK--SISKIYOU SECTION GRADING

(Concrete Retaining Wall)

The pay items shall be as follows:

1. Trench excavation
2. Class "D" concrete
3. Metal reinforcement

(Mr. Paxson has inspected this site. Cross sections and data on test pits will be forwarded in a few days. Please have Bridge Department design wall and compute quantities. Suggest desirability of having contractor on Wall Creek Crossing place this wall as part of his contract if possible in which case this item can be eliminated from this contract).

MISCELLANEOUS PROVISIONS

Provision for Traffic:

It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the Pacific Highway to traffic and that it is obligatory upon him to at all times provide and maintain a continuous roadway for Pacific Highway traffic in the vicinity of Siskiyou Station, which roadway shall be suitable and adequate in all respects to carry all traffic using the highway, safely and without material or objectionable inconvenience, delay or discomfort. The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workmen from injury. All expense involved in providing for traffic as above specified shall be borne by the contractor.

Signs to be of Standard Design:

Same as North Unit

PRINTED SPECIAL PROVISIONS RELATING TO EMPLOYMENT OF LABOR, SUB-CONTRACTING ETC.

Schedule of Performance:

The work to be performed under this contract shall be commenced by the contractor immediately and shall be conducted as rapidly and as nearly continuously as weather conditions will permit. Construction of box culverts shall be started within ten days and pushed to early completion so that placing of embankments will not be delayed. If permit for burning cannot be obtained from proper authorities during the summer the contractor shall proceed with construction of box culverts, retaining wall, placing of culverts and grading of cut south of station 528 which is comparatively open.

Arrangement for Transportation of Workers:

Same as North Unit

SPECIAL PROVISIONS

WALL CREEK--SISKIYOU SECTION GRADING

Employment Agency:

Same as North Unit Torrent Creek-Wall Creek

Liability of Contractor and Assurety for Payments of Amounts Due Hospital Association:

Liquidated Damages to be paid in Case of Failure to Complete as Specified:

Special Printed Provisions:

WALL CREEK—SISKIYOU SECTION GRADING

PACIFIC HIGHWAY
1.58 Miles Class "C" Roadbed.

E. A. COLLIER,
Division Engineer

June 8th, 1936

ENGINEER'S ESTIMATE

Clearing and grubbing	All specified		$ 7,000.
Trench excavation	1100 C.Yds.	$1.50	1,650.
Class "A" excavation	62,000 C.Yds.	.60	37,200.
Class "B" excavation	116,000 C. Yds.	.35	40,600.
Overhaul	224,000 Yd. Sta.	.02	4,480.
Truck Haul	7900 Yd. Mi.	.20	1,580.
Finishing Roadbed and Slopes	1.58 Mile	$400.00	632.
Rounding Outbanks	9000 Lin. Ft.	.15	1,350..
8" Perforated Corrugated Iron Pipe Coated	110 " "	1.00	110.
8" Porous draintile	300 lin. ft.	.40	120.
18" culvert pipe	1430 lin. ft.	2.50	3,575.
Rock backfill in drains	55 yds.	2.50	137.50
Class "D" concrete	420 C. Yds.	22.00	9,240.
Metal Reinforcement	44,000 lbs.	.06	2,640.
			$ 110,314.50
Plus 10% contingencies and engineering			11,005.50
		Total	$121,320.00

CONTRACT# 1918

1-1202 Haines-Baker Section
Old Oregon Trail Hwy 1936

1918

FORM 2-A-1 10M 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

1-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25, 1937

IN REPLY PLEASE
REFER TO FILE NO.

SCHMEER, WILLIAMS & GENTEMANN
3233 N. E. Twelfth Avenue
Portland, Oregon

Gentlemen:

On November 10th there was forwarded to you by registered mail a state warrant in the sum of $2,232.35, which was in payment of estimate No. 4 in connection with your Haines-Baker Rock Production Project. This warrant was mailed to your Condon address and was forwarded from there to Baker and back to Portland and to Condon, and then returned to this office.

If you will kindly advise us of your correct address, we shall be pleased to mail this warrant to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By
H B Glaisyer
Secretary

JM:MBL

Re: Vou 17786
Wt. mailed as above 12-3-37

Dear Mr. Glaisy Jr.

As I have been in California there was no one here to receive registered mail So if you will kindly mail check back to the above Portland address we will receive it all right. Thanking you
H C Schmeer.

RECEIVED [illegible] FOR FILING

1-1202

November 23, 1937

[illegible], WILLIAMS & GENTEMANN
3255 N. E. Twelfth Avenue
Portland, Oregon

Gentlemen:

On November 10th there was forwarded to you by registered mail a state warrant in the sum of $2,252.55, which was in payment of estimate No. 4 in connection with your Haines-Baker Rock Production Project. This warrant was mailed to your Condon address and was forwarded from there to Baker and back to Portland and to Condon, and then returned to this office.

If you will kindly advise us of your correct address, we shall be pleased to mail this warrant to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JMcMM.

#1918

RECEIVED
NOV [illegible] 1937
FOR FILING
1-1202

November 2, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1918 for the construction of the Haines-Baker Section of the Old Oregon Trail in Baker County, has been completed by the contractors, Schmeer, Williams & Gatemann, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $9,812.25, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1918

FORM 2-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

October 21, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the state highway contract listed below, date of completion being as indicated.

Contract No. 1918, with Schmeer-Williams and Gentemann, for producing crushed rock for the Haines-Baker Section on the Old Oregon Trail Highway in Baker County, was completed September 21, 1937. 3

Acceptance of the above listed project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. J. McFarland

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 22, 1937
H B Glaisyer
Secretary

FORM 9-H-1 1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT [illegible] 1937
FOR FILING
1-1202

RECEIVED
OCT [illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

October 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On the Hines-Baker maintenance materials project recently completed by Schmeer, Williams and Gentemann, we stockpiled 1674.6 cubic yards of 1/4" - 0 crushed gravel as screen rejections. The haul on these materials aggregated 4,966.5 mile yards.

These materials are extremely useful in the maintenance operations during the winter and during the past winter, when snow conditions were so bad, a great amount of this type of material was used. Owing to the importance of this type of material, the additional amounts were authorized stockpiled. The additional materials caused an overrun of the project authorization of $519.75 and I am submitting herewith request for additional project authorization in the amount of $520.00.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock

NOTED
State Highway Engineer

Form 398—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 1937

Section HAINES - BAKER

Kind of work Furnishing crushed gravel

Highway Old Oregon Trail

Section prefix 1-1202

Contractor Schmeer, Williams & Gentemann

Contract number 1918

Date of contract October 1, 1936

Date of completion May 31, 1937

Date work started October 19, 1936

Estimated date of completion September 25, 1937

Amount of contract . . . . $ 8,900

Per cent of time elapsed ~~9325~~ 150 %

Estimated cost of completed project, exclusive of engineering . . . . $ 9325

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 505, 5.7 %

Date project was completed September 21, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract was completed September 21st.

All stockpiles have been measured and the semi-final estimate will be ready for submission the later part of next week.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

1937

Signed ACVincent

Address Box 908, La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7,000		
Estimated quantities moved or placed to date			7,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1 6x		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					5	9
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm	No work	
Monday	"	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

#1918

RECEIVED
MAY 21 1937
FOR FILING
1-1202

May 21, 1937

Mr. H. S. Mitchell, Receiver
Hesse, Ersted Iron Works
816 S. E. Taylor St.
Portland, Ore.

Dear sir:

This is to acknowledge your letter of May 19 advising that Schmeer, Williams, and Gentemann owed you a balance in connection with the contract for furnishing material in Baker County. You are advised that the contract to which you refer is Number 1918, Haines-Baker Section of the Old Oregon Trail in Baker County.

The bond furnished in connection with this contract was written by the Aetna Casualty and Surety Company for whom Bates, Lively, and Pearson are the resident agents and who have offices in the Yeon Building in Portland.

The completion date of this contract is May 31; however it is anticipated that all the work will not be completed on this date, and it will be necessary to extend the date of completion.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:KH
cc-Bates, Lively, and Pearson, Yeon Bldg., Portland

H. S. MITCHELL, Receiver

HESSE-ERSTED IRON WORKS

ELEVATING-CONVEYING-SCREENING AND TRANSMISSION MACHINERY
CONTRACTORS EQUIPMENT AND SAW MILL MACHINERY
PULP AND PAPER MILL MACHINERY
816 S. E. TAYLOR STREET
PORTLAND, OREGON

May 19, 1937

RECEIVED
MAY 20 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Schmeer, Williams & Gentemann of Baker, Oregon now owe us a balance which has been running since last fall for material furnished them on their job near Baker, Oregon.

Will you kindly advise who their bondsmen are on this job and also about when they will have the job completed.

Yours very truly,

HESSE-ERSTED IRON WORKS

By H Mitchell
Receiver

H.S.Mitchell:LL

REFERRED TO
Jm
BY SECR

prepare answer for me
[illegible]

ALL AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS AND CAUSES BEYOND OUR CONTROL

FORM 2-H-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 23 1937
FOR FILING
1-1202

April 20, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 22 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. G. Smith, Construction Engineer

Dear Sir:

Last fall there was awarded to Schmeer, Williams and Gentzman two maintenance projects in this division. One project was the Haines-Baker Section and the other the Condon-Fossil Section.

Schmeer, Williams and Gentzman completed approximately 50% of the Haines-Baker project when weather forced them to shut down. Weather is still unfavorable for resumption of work as they can not properly screen material, nor will the county road, extending four miles from the pit, stand hauling over. For this reason, I have requested that they transfer their plant to the Condon-Fossil setup and start operations there in order that we may have rock for this summer's oil.

1-1202

This they are doing and will complete the Condon-Fossil project before returning to Baker. This will result in the necessity of a time extension on the Haines-Baker project and it will be my recommendation that they be granted such extension as is necessary without penalty for the reason that they were handicapped by very severe weather and that they had already produced sufficient materials for our 1937 season.

11-1202

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
J. M. Bishop

FORM 5-8-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 15 1937
FOR FILING

1-1202

March 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 15 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for State Force Work in the amount of $500, which order is made a part of the Haines-Baker Rock Production project.

It is necessary that sources of gravel topping materials be prospected for and developed before a contract can be let on the North Powder-Haines Section. While this project is not a part of the Haines-Baker Rock Production project, the performing of the work as a state force order on that contract seems most practical.

I am ready to start immediately on this prospecting work and will, therefore, appreciate your early approval of this order, which requires an additional authorization.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

1-1202

RECEIVED
OCT 27 1936
FOR FILING

October 26, 1936

Schmeer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1918 awarded to you on October 1, 1936, for the furnishing of 6,000 cu. yds. of crushed gravel in stockpile on the Haines-Baker Section of the Old Oregon Trail in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

[illegible] Secretary

FORM 5-A-1 10M 4-33

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

Const
Projects
Rock Production

September 9th, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I think the maintenance projects may be let as requested in Mr. Bishop's letter of June 24th, 1936, and that specifications may be submitted on the Haines-Baker Section, the Burns-Poison Creek Section and the John Day-Vance Creek Section, in addition to those you have already submitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-A-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Project
Rock Production

August 21st, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Specifications have been received from Mr. Williams for the production of 6,000 cubic yards of crushed gravel maintenance material at the estimated cost of $14,558 on the Haines-Baker Section of the Old Oregon Trail in Baker County.

It is my recollection that the budgeted amount for maintenance materials had been used up, and it was instructed that these projects were to be held until further notice.

Will you kindly advise whether this project can now be advertised.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer ✓

FORM 5-H-1 550 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Projects
Rock Production
1-1202

RECEIVED
AUG 8 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

August 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As per authority granted by the State Highway Commission at its July 8th meeting, I am enclosing herewith necessary plans for calling for bids for crushed gravel maintenance materials on the Haines-Baker Section of the Old Oregon Trail in Baker County.

Submitted herewith are special provisions, estimate of cost, sketch and description and sketch map of stockpile site to be purchased for use in the project.

The gravel pit to be used is state owned, as is the stockpile site at mile point 329.8. The stockpile site at mile point 336.35 is under lease from the city of Baker and the lease can be renewed upon expiration date in November, 1936.

Stockpile site to be purchased at mile point 332.2 was formerly leased from Trena Hodgins, but the lease has expired, and I wish to purchase this site as it is well located and should be retained as a permanent stockpile site.

If at all possible, I will appreciate your having bids on this project called for the August 27th letting, as I will have additional projects at the fall lettings and I consider it advisable to scatter the projects along in order to receive better bids.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

CONTRACT# [redacted] 1919

FA 181 E Quartz Creek Section., 1936
#1919 Wolf Creek Highway

RECEIVED
OCT 13 1937
FOR FILING
181-E

October 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Quartz Creek Section, F. A. Project No. 181-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/EB

Encl.

Oregon State Highway Department Federal Aid Project No. 151-E

[illegible] SECTION OF THE

[illegible] HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1937

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

Grading (Sta. 813+20 to Sta. 844+30) (Contract No. 1919)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	$ 2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. sta.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.50	mile	Finishing Roadbed and Slopes	500.00	250.00
5,000	lin. ft.	Rounding Cutbanks	0.10	500.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
				$ 76,320.00

Grading (Sta. 809+10 to 809+24.42) (Sta. 809+51.37 to 809+60) (Contract No. 2006)

100	cu. yds.	Excavation, Single Classif.	$ 2.00	$ 200.00
100	yd. mi.	Truck Haul	0.25	25.00
				$ 225.00

Subtotal	$ 76,545
10% Engr. & Cont.	7,654
Total	$ 84,199

Quartz Creek Bridge (Sta. 792+25 to 800+60) (Contract No. 1986)

2,300	cu. yds.	Excavation	$ 1.75	$ 4,025.00
100	cu. yds.	Excavation Below Plans	4.00	400.00
240,000	lbs.	Steel Piling at Job Site	0.04	9,600.00
110	only	Driving Foundation Piling	35.00	3,850.00
90	only	Splices in Steel Piling	3.00	270.00
280	cu. yds.	Class "B" Concrete	15.00	4,200.00
750	cu. yds.	Class "D" Concrete	21.00	15,750.00
148,000	lbs.	Metal Reinforcement	0.053	7,844.00
630,000	lbs.	Structural Silicon Steel	0.084	52,920.00
550,000	lbs.	Structural Carbon Steel	0.084	46,200.00
160	cu. yds.	Mortar Rubble Masonry	17.50	2,800.00
1,750	lin. ft.	Steel Handrail	6.50	11,375.00
				$ 159,234.00

South Fork, Quartz Creek Bridge (Sta. 809+24.42 to 809+51.37) (Contract No. 2006)

550	cu. yds.	Structural Excavation	$ 1.50	$ 825.00
50	cu. yds.	Structural Excavation Below Plans	1.50	75.00
210	cu. yds.	Class "D" Concrete	26.00	5,460.00
31,000	lbs.	Metal Reinforcement	0.075	2,325.00
				$ 8,685.00

Subtotal	$ 167,919
10% Engr. & Cont.	16,791
Total	$ 184,710

Length of Roadway	0.593 mile
" " 2 Bridges	0.163 "
Total Length	0.756 "
Cost per mile, Roadway	$ 141,988

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 84,199	$ 51,360	$ 32,839
Bridges	184,710	112,680	72,030
	$268,909	$164,040	$104,869

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

R.H. Baldock

RECEIVED
SEP 7 1937
FOR FILING
181- E

August 16th, 1937

Cost Analysis Final Report
Wolf Creek Highway, Quartz Creek Section, Grading
Contract 1919, Prefix 4-1013

Fred Slate, Contractor
Carl Peterson, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Grubbing	$2,349.70	7.5	acres	$313.00	$333.00	$2,500.00
Trench Excavation	1,847.89	1,326.75	cu. yd.	1.39	2.00	2,653.50
Common "	4,305.53	23,834.8	cu. yd.	0.18	0.43	10,248.96
Solid "	35,503.39	78,277.9	cu. yd.	0.454	0.43	33,659.50
Overhaul	1,838.44	91,922	yd. sta.	0.02	0.02	1,838.44
Truck Haul	116.32	581.6	yd. mi.	0.24	0.20	116.32
Finishing Roadbed & Slopes	923.30	0.589	mi.	1567.57	500.00	294.50
Rounding Cutbanks	123.00	1930	lin. ft.	0.064	0.10	193.00
8" Porous Drain Tile	266.16	600	" "	0.443	0.50	300.00
18" C.I.P. Prot. Inv.	334.53	170	" "	1.97	3.00	510.00
75" Multiplate C.I.P.	5,174.48	240	" "	21.45	25.00	6,000.00
90" " " " "	13,645.40	500	" "	27.29	30.00	15,000.00
Rock Backfill in Drains	268.36	99	" "	2.71	2.00	198.00
	$66,697.50					$73,512.22

Gross Revenue	$73,512.22
Total Cost	66,697.50
Net Profit	$6,814.72

Net Profit Equals 9.3% of Gross Revenue

NOTED
State Highway Engineer

Quartz Creek Section
Contract 1919

Labor:				
Supervision			$1,600.00	
Labor			18,607.64	
State Industrial Accident Insurance			1,261.46	
Old Age Benefit			250.15	
Unemployment Insurance			298.75	
				$22,018.00
Material:				
8" Drain Tile	600 lin. ft.	at 0.16	96.00	
18" Corr. Iron Pipe	170 lin. ft.	at 1.43	243.10	
18" " " " Bands	6	at 1.99	11.94	
75" C.I.P. Multiplate	240 lin. ft.	at 16.98	4,075.20	
90" " " " "	500 lin. ft.	at 22.67	11,335.00	
				15,761.24
Equipment Rental, Supplies & Misc.:				
Equipment Rental			17,150.00	
Gas, Oil & Grease			4,632.04	
Explosives			2,892.79	
Small Tools, Supplies & Misc.			1,028.59	
Camp Supplies			229.72	
Bond			740.12	
General Overhead			2,225.00	
				28,898.26
Cost Grand Total				$66,677.50

All cookhouse costs and credits charged to contract 1756.

Cost Analysis Final Report
Contract 1919

REMARKS:

This contract was bid and awarded October 1st, 1956. Work was started October 21st, 1956, and was completed June 18th, 1957. About 77% of the excavation was solid rock and only 23% was common. Most of the common was excavated before the rainy season started, and most of the solid was moved during the rainy season. About three weeks was lost during the winter due to rain, ice and deep snow.

The average haul on the material excavated was only 400 feet and most of the excavation was moved down hill with bulldozers. About 50,000 cu. yds. of solid was blasted and set out with a 1½ yard shovel so that the bulldozers could push it away. About 20,000 cu. yds. of solid was ripped and moved with the cats and dozers. Trucks were used about two weeks during the spring to move the material that required truck haul.

The job shows a fair profit, but the wet cold winter and spring weather increased cost. Also the moving of solid with bulldozers is not the most economical method.

E. H. Clymer
Cost Analyst

#1919

RECEIVED
AUG 5 1937
FOR FILING

181-E

August 3, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1919 for the construction of the Quartz Creek Section of the Wolf Creek Highway in Clatsop County, has been completed by the contractor, Fred H. Slate, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 13, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $73,512.22, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 29 1937
FOR FILING
181-E

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Quartz Creek Section, Federal Aid Project No. 181-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 181-B

QUARTZ CREEK SECTION OF THE

WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

New Work (Sta. 813+20 to Sta. 844+30)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	$ 2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. stas.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.59	mile	Finishing Roadbed and Slopes	500.00	295.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
			Subtotal	$ 76,320
			10% Engr. & Cont.	7,632
			Total	$ 83,952

Quartz Creek Bridge

2,300	cu. yds.	Excavation	$ 1.75	$ 4,025.00
100	cu. yds.	Excavation Below Plans	4.00	400.00
240,000	lbs.	Steel Piling at Job Site	0.04	9,600.00
110	only	Driving Foundation Piling	35.00	3,850.00
90	only	Splices in Steel Piling	3.00	270.00
280	cu. yds.	Class "B" Concrete	15.00	4,200.00
750	cu. yds.	Class "D" Concrete	21.00	15,750.00

148,000	lbs.	Metal Reinforcement	$ 0.053	$ 7,844.00
630,000	lbs.	Structural Silicon Steel	0.084	52,920.00
550,000	lbs.	Structural Carbon Steel	0.084	46,200.00
160	cu. yds.	Mortar Rubble Masonry	17.50	2,800.00
1,750	lin. ft.	Steel Handrail	6.50	11,375.00
			Subtotal	$ 159,234
			10% Engr. & Cont.	15,923
			Total	$ 175,157

Length of Roadway	0.589 mile
Length of Quartz Creek Bridge	0.158 "
Total Length	0.747 "
Cost per mile, Roadway	$ 194,784

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 83,952	$ 51,210	$ 32,742
Quartz Creek Bridge	175,157	106,850	68,307
	$ 259,109	$ 158,060	$ 101,049

State Funds for Construction: Chap. 175, Laws 1917; Chap. 51, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

Form 818—5M—12-36

181-E

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1937

Section Quartz Creek

Kind of work Grading

Highway Wolf Creek

Section prefix 4-1013-181-E

Contractor Fred H. Slate

Contract number 1919

Date of contract Oct 1st, 1936

Date of completion Sept 30, 1937

Date work started Oct 2nd, 1936

Estimated date of completion June 18th, 1937

Amount of contract $76300.00

Per cent of time elapsed 71%

Estimated cost of completed project, exclusive of engineering $74064.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $1880, 2 3/10%

Date project was completed June 18th, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent final records to Salem Thursday

Construction Engineer H G Smith & Div. Engr. F.D. Eason here Thursday. Went over the completed section.

H A Stoddard here Friday on F.A Inspection of completed project.

RECEIVED
JUN 28 1937
OFFICE OF

RECEIVED
JUN 28 1937
OFFICE OF
DIVISION ENGINEER

Signed Carl A Peterson

Address Jewell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.59				
Miles partially completed	—				
Miles completed	0.59				
Total estimated quantities	101,725				
Estimated quantities moved or placed to date	101,725				
Average daily quantities	–				
Average daily quantities necessary to complete project on time	–				
Number shifts per day	–				
Hours per shift	–				
Average force on project for week	—				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 21, 1937

[illegible] 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The preliminary estimate dated May 18, 1937, for Oregon Federal Aid Project No. 181-E, Quartz Creek section of the Wolf Creek Highway, shows the roadway length as 0.431 mile and total length as 0.589 mile, a palpable error.

Please correct this when submitting the project agreement estimate, to show roadway 0.589 mile and total length 0.747 mile.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

1937

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

The necessary papers for modifying the project agreement for Oregon Federal Aid Project No. 181-E, Quartz Creek section of the Wolf Creek Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Due to the lateness in receipt of plans our review has been rather superficial and our recommendation for approval is subject to any changes being made which are deemed necessary after complete review.

When submitting the project agreement estimate please show $51,210 on roadway, this being the amount set up in the agreement. We believe it desirable to stay with the project agreement. The adjustment in the total Federal Aid to come to the even ten dollars can be accomplished by rounding off the amount requested on the bridge.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

Oregon State Highway Department | Federal Aid Project No. 181-B

QUARTZ CREEK SECTION OF THE
WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications for Quartz Creek Bridge.
Not as basis for modified agreement.)

Salem, Oregon, May 18, 1937

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

New Work (Sta. 813+20 to Sta. 844+30)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	$ 2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. sta.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.59	mile	Finishing Roadbed & Slopes	500.00	295.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
			Subtotal	$ 76,320
			10% Engr. & Cont.	7,632
			Total	$ 83,952

Quartz Creek Bridge

2,300	cu. yds.	Excavation	$ 2.00	$ 4,600.00
100	cu. yds.	Excavation Below Plans	4.00	400.00
240,000	lbs.	Steel Piling at Job Site	0.04	9,600.00
110	only	Driving Foundation Piling	40.00	4,400.00
90	only	Splices in Steel Piling	10.00	900.00
280	cu. yds.	Class "B" Concrete	22.00	6,160.00
750	cu. yds.	Class "D" Concrete	24.00	18,000.00

148,000	lbs.	Metal Reinforcement	$ 0.055	$ 8,140.00
630,000	lbs.	Structural Silicon Steel	0.0675	42,525.00
550,000	lbs.	Structural Carbon Steel	0.08	44,000.00
160	cu. yds.	Mortar Rubble Masonry	12.00	1,920.00
1,750	lin. ft.	Steel Handrail	5.00	8,750.00

Subtotal	$149,395
10% Engr. & Cont.	14,939
Total	$164,334

Length of Roadway	0.431 mile
Length of Quartz Creek Bridge	0.158 mile
Total Length	0.589 mile
Cost per mile, Roadway	$ 194,784

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 83,952	$ 51,213	$ 32,739
Quartz Creek Bridge	164,334	100,247	64,087
	$ 248,286	$ 151,460	$ 96,826

RECEIVED
DEC 5 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 181-E,
Quartz Cr.Sec.of Wolf Cr.Hwy.

December 3, 1936

[illegible] 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

L. Caufield
By L. J. Caufield
Highway Engineer

Fa.

RECEIVED
NOV 19 1936
FOR FILING

181-E

November 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Quartz Creek Section, F. A. Project No. 181-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Project
No. 181-E

QUARTZ CREEK SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1936

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

New Work (Sta. 813+20 to Sta. 844+30)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	$2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. stas.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.59	mile	Finishing Roadbed & Slopes	500.00	295.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
			Subtotal	$76,320
			10% Engr. & Cont.	7,632
			Total	$83,952

Length	0.589 mile
Cost per mile	$142,533

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$51,210 (61%)
State Funds- -	32,742
	$83,952

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JUL 29 1937
FOR FILING

Oregon State Highway Department

Federal Aid Project
No. 181-E

QUARTZ CREEK SECTION OF THE
WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1936

Statement of completed Federal Aid work to be submitted prior to payment of final voucher.

New Work (Sta. 813+20 to Sta. 844+30)

All Required		Grubbing		$ 2,500.00
1,400	cu. yds.	Trench Excavation	2.00	2,800.00
24,000	cu. yds.	Common Excavation	0.43	10,320.00
84,000	cu. yds.	Solid Rock Excavation	0.43	36,120.00
100,000	yd. stas.	Overhaul	0.02	2,000.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.59	mile	Finishing Roadbed & Slopes	500.00	295.00
5,200	lin. ft.	Rounding Cutbanks	0.10	520.00
450	lin. ft.	8" Porous Drain Tile	0.50	225.00
60	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	3.00	180.00
240	lin. ft.	75" Multiplate Corrugated Iron Pipe	25.00	6,000.00
500	lin. ft.	90" Multiplate Corrugated Iron Pipe	30.00	15,000.00
60	cu. yds.	Rock Backfill in Drains	2.00	120.00
			Subtotal	$76,320
			10% Engr. & Cont.	7,632
			Total	$83,952

Ⓐ

Length 0.589 mile
Cost per mile $142,533

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$51,210 (61%)
State Funds- -	32,742
	$83,952

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

3-181

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Mr. Fred E. Slate
Multnomah, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1919 awarded to you on October 1, 1936, for grading on the Quartz Creek Section of the Wolf Creek Highway in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

CONTRACT# [redacted] 1920

175-B Ochoco Dam-Mill Creek Sec., 1936
Ochoco Hwy.

1920

#1920

RECEIVED
SEP 16 1937
FOR FILING
175-B

September 13, 1937

Maryland Casualty Company,
[illegible] & Roland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1920 for the construction of the Ochoco Dam-Mill Creek Section of the Ochoco Highway in Crook County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 23, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such wok and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $52,384.13, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
ND, OREGON

RECEIVED
SEP 14 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8
175-B

SEP 10 1937

Mr. R. H. Baldock,
State Hwy. Engr.,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 175-B, Ochoco Dam-Mill Creek Section, Ochoco Highway, Crook County, was made by a representative of this office on August 20, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Jon

#1920

RECEIVED
AUG 20 1937
FOR FILING
175-13

August 20, 1937

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. G. D. Everet.

Gentlemen:

Reference is made to your letter of August 19th concerning the McNutt Bros. Contract No. 1920 - Ochoco Dam-Mill Creek Section in Crook County.

You are advised that the total amount paid to date on the above contract is $42,135.95, and the retained percentage is $4,330.95.

This contract was completed July 22, 1937. We are unable to advise you as to when the final payment will be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1920

Crook Co

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
L. L. CAMPBELL
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG.
820 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

August 19, 1937

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

Will you please inform us the approximate amount of money which has been paid to McNutt Brothers and the amount still due them in connection with contract #1920 which calls for the improvement of the Ochoco Dam-Mill Creek Section of the Ochoco Highway in Crook County.

We wish that you would also tell us the approximate dates that additional payments will be made the contractors on this project.

For your convenience in replying there is enclosed a stamped, self-addressed envelope.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

L.L.Campbell, District Sales Manager

By T M Ewing
District Credit Man

CDE:LP

July 10th

E - $ 46, 466. 90

R. - $ 4, 330. 95

Pd - $ 42. 135. 95

July 20 - -

Form 338—5M—12-36

175-B

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 7, 1937

Section Ochoco Dam- Mill Creek

Kind of work Grading and Surfacing

Highway Ochoco

Section prefix 7-1102

Contractor McNutt Bros.

Contract number 1920

Date of contract Oct 1, 1936

Date of completion June 30, 1937

Date work started Nov 12, 1936

Estimated date of completion ...., 193...

Amount of contract $ 57746.

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . Completed . . . . . $ 52747.19

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 4058, ...%

Date project was completed July 22, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate & records turned in to the Bend Division Office Aug 5.

RECEIVED AUG - 1937

RECEIVED 9 - 1937 STATE HIGHWAY COMMISSION

NOTED RAY WEBBER

RECEIVED AUG - 1937

NOTED H. D. SMITH

NOTED

Signed A. A. Josse

Address Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
EDW. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

175-B

July 20th, 1937

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in a 30-day extension of time on Contract 1920, F. A. 175-B, Ochoco Dam-Mill Creek Section of the Ochoco Highway in Crook County, contractor, Earl McNutt.

The work has been prosecuted with due diligence since the weather has been satisfactory to work. It is not felt that any additional engineering expense has been incurred as the party has been engaged in location work as well as supervising this construction.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock ✓

NOTED
C. B. McCullough

FORM 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

175-B

July 17th
1937

RECEIVED
JUL 1[illegible] 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith is request for a thirty day extension of time on Contract #1920, Ochoco Dam-Mill Creek section of the Ochoco Highway in Crook County, Contractor Earl L. McNutt. This request is accompanied by a letter from the Maryland Casualty Company, surety on the bond of McNutt Brothers, authorizing the extension.

There has been plenty of time to have completed this project on the completion date but as the McNutt Brothers have several contracts they could not arrange a date of completion earlier than the one they are now asking for. This extension is asked for due to their own arrangement which has been enforced upon them by other projects.

There has been no appreciable loss to the travelling public due to this extension of time as the highway has been kept in passable condition all the time. As for the engineering, the party has spent only a part of this time on this contract, the balance having been spent on location work. Therefore, I can see no increase in engineering whatever.

Since the contractors were on the ground the work has been prosecuted diligently and in a very satisfactory manner in every respect. It is my opinion that the loss to the State due to this month's extension is clearly negligible and therefore, I do not feel that the penalty should be imposed on the contractors and recommend that extension be granted without penalty.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓

NOTED
C. B. McCullough

RECEIVED
JAN 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

RECEIVED
JAN 19 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 175-B
Ochoco Dam-Mill Creek Section

175-B

January 18, 1937

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. S. Caufield
Highway Engineer

Encls.

Tron

Hyp 30098

Form P. R. 2
State Oregon
Project No. FAP 175-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of December, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of November, 1931, a project statement, which was approved by the Secretary on the 15th day of February, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 10th day of September, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, seven hundred fifty and 00/100 dollars ($38,750.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 60+80, in the N.E. ¼, Sec.6, T.15S., R.17E., W.M., at the east end of section A of said project, and ending at survey station 189+15, in the N.W.¼, Sec.34, T.14S., R.17E., W.M.

, length 2.418 miles, in Crook County, being Section B of Oregon project No. 175, consisting of 2.418 miles of roadway and no bridges, of more than 20 feet clear span

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-eight thousand, seven hundred fifty and 00/100 dollars ($38,750.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-three thousand, five hundred twenty and 00/100 dollars ($63,520.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7th day of Jany, 1937

Oregon State Highway Commission
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

~~Secretary of Agriculture.~~

SECRETARY OF AGRICULTURE

BY H. J. O'Leary

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 5—5515

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 175-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 63,520.00 as the total estimated cost of said project, and the sum of $ 30,750.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

RECEIVED
JAN 18 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1936
FOR FILING

175-B

November 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ochoco Dam-Mill Creek Section, F. A. Project No. 175-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

A. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department Federal Aid Project No. 175-B

OCHOCO DAM-MILL CREEK SECTION OF
THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1936

All Required		Clearing and Grubbing		$ 500.00
280	cu. yds.	Trench Excavation	$1.00	280.00
113,000	cu. yds.	Excavation, Single Classification	0.38	42,940.00
148,000	yd. stas.	Overhaul	0.01	1,480.00
9,000	yd. mi.	Truck Haul	0.10	900.00
2.42	miles	Finishing Roadbed and Slopes	300.00	726.00
9,000	lin. ft.	Rounding Cutbanks	0.08	720.00
700	lin. ft.	18" Corrugated Iron Pipe	1.85	1,295.00
200	lin. ft.	24" " " "	2.60	520.00
140	lin. ft.	36" " " "	5.25	735.00
70	lin. ft.	Salvaging 12" and 18" Pipe	0.50	35.00
30	lin. ft.	Salvaging 36" Pipe	1.00	30.00
8,500	cu. yds.	Gravel Base Surfacing	0.30	2,550.00
2,300	cu. yds.	Talus Top Surfacing	0.40	920.00
17,000	yd. mi.	Hauling Gravel	0.10	1,700.00
11,500	yd. mi.	Hauling Talus Material	0.10	1,150.00
1,100	cu. yds.	Filler	0.20	220.00
2,200	yd. mi.	Hauling Filler	0.10	220.00
550	M-Gals.	Sprinkling	1.50	825.00
		Subtotal		$57,746
		10% Engr. & Cont.		5,774
		Total		$63,520

Length of Project 2.418 miles
Cost per mile $26,269

Federal Aid Funds Requested- $38,750 (61%)
State Funds Available- 24,770

$63,520

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

175-B

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1920 awarded to you on October 1, 1936, for grading and surfacing on the Ochoco Dam-Mill Creek Section of the Ochoco Highway in Crook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

[illegible] Secretary

175-B

October 9, 1936

McNUTT BROTHERS
361½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1920, which was awarded to you on October 1, for grading and surfacing the Ochoco Dam-Mill Creek Section of the Ochoco Highway, in Crook County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

You attention is called to the paragraph under Section 5 of the General Provisions, which relates to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately following page No. 15 of the mimeographed Special Provisions, which relates to payment by the contractor of amounts due hospital associations, etc.

You are requested to notify the U. S. Reemployment Service at once of the approximate date work will be commenced under this contract and the number and classification of men required to carry on such work.

Very truly yours,

Secretary

MBL

RECEIVED
NOV 19 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 175-B

POST OFFICE BUILDING
PORTLAND, OREGON

OCT 3 1936

October 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 175-B, the Ochoco Dam-Mill Creek section of the Ochoco Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

175-B

September 29, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of September 10th, authorizing us to call for bids on the Ochoco Dam-Mill Creek Project, Project 175-B, you state that your recommendation for approval is conditioned upon the submission of a statement concerning future higher type surfacing and oiling.

We propose to proceed with the surfacing and oiling of this project within a reasonably short length of time, but as the project is rather short for an oiling project, we are planning to grade another unit to the east of this project before undertaking the surfacing and oiling work. We believe, however, that we are safe in assuring you that the surfacing and oiling will be completed before the end of 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

September 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 175-B, the Ochoco Dam-Mill Creek section of the Ochoco Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau of Public Roads.

Our recommendation for approval is also conditioned upon submission by you of a statement concerning future higher type surfacing and oiling.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 9-9-1 1500 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

175 - B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 14 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

September 12th
1936

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We have received favorable laboratory reports on the topping we specified for use on the Ochoc Dam-Mill Creek section of the Ochoc highway, the specifications for which were mailed in sometime ago. Kindly refer to Laboratory Report No.88817 and No. 88818.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

WOW:f

RECEIVED
NOV 19 1936
FOR FILING
175-B

September 2, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Ochoco Dam-Mill Creek Section, Project No. 175-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid Project
No. 173-B

OCHOCO DAM-MILL CREEK SECTION OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, Sept. 2, 1936.

All Required		Clearing and Grubbing		$ 500.00
280	cu. yds.	Trench Excavation	$1.00	280.00
113,000	" "	Excavation, Single Classification	0.50	56,500.00
148,000	yd. sta.	Overhaul	0.02	2,960.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
2.42	miles	Finishing Roadbed and Slopes	400.00	968.00
9,000	lin. ft.	Rounding Cutbanks	0.10	900.00
700	" "	18" Corrugated Iron Pipe	2.50	1,750.00
200	" "	24" " " "	3.50	700.00
140	" "	36" " " "	5.50	770.00
70	" "	Salvaging 12" and 18" Pipe	0.80	56.00
30	" "	Salvaging 36" Pipe	1.20	36.00
8,500	cu. yds.	Gravel Base Surfacing	0.30	2,550.00
2,300	" "	Talus Top Surfacing	0.35	805.00
17,000	yd. mi.	Hauling Gravel	0.12	2,040.00
11,500	" "	Hauling Talus Material	0.12	1,380.00
1,100	cu. yds.	Filler	0.40	440.00
2,200	yd. mi.	Hauling Filler	0.15	330.00
550	M-Gals.	Sprinkling	1.50	825.00
			Subtotal.........	$75,140.00
			10% Engr. & Cont.	7,514.00
			Total............	$82,654.00

Length of Project	2.418 miles
Cost per mile	$34,182.79

Federal Aid Funds Requested - - - - - - - - - - - - - - - - - -	$50,418.94	(61%)
State Funds Available -	32,235.06	
	$82,654.00	

7

FORM 5-C-1 23773 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Primary

JUL 30 1936

July 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In connection with the Ochoco Dam-Mill Creek Section on the Ochoco Highway you will no doubt question two grades of topping material. The gravel topping runs from 0" to 6" and will be very satisfactory for a base. The material that we wish to use for the talus topping very much resembles one inch crushed material, it is talus from an andesite rock cliff and will make very excellant top dressing. With this type of topping I would consider the surfacing adequate and ready for a B-12 oiling specification.

I do not know if you are familiar with this section or not but a large quantity of this material will be solid rock but there is no over burden and practically no brush or timber so that the job shows up very readily what it is, also the old road on which there are several cuts very plainly shows up the different classification. If it were to be classified it would probably go about 50 per cent solid, 25 per cent intermediate and 25 per cent common. The intermediate would be broken rock and small boulders and probably some conglomerate.

It is my opinion however, that it should carry no classification.

We are sending complete right of way descriptions. I would recommend that the purchase of this right of way be made before the job is advertised.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

WEC/e

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. G. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 3 1936
OREGON
STATE HIGHWAY COMMISSION

Const
Projects
Primary

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

June 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In regard to the Ochoco Dam job which we sent to you today. If possible we should go to Station 189+15 but our estimate for the grading and topping, with no oiling, is $82,000 which exceeds the $75,000 set up. This would make a good division as the character of the work changes at this point being shovel and bull dozer work west of this point and scraper work to the east. The work can be reduced by about one cut and bring it down to the amount set up. I do not believe it is worth while to cut the job back far enough to put in any surfacing and oiling due to the short length of the project.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

FORM 8-C-1 22773 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 3 1936
OREGON
STATE HIGHWAY COMMISSION

June 2, 1936

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

NOTED
State Highway Engineer

We are expressing you this date the following data on the Ochoco Dam-Mill Creek Section of the Ochoc Highway survey:

1 100 foot detail map
1 Mass diagram
1 Hard Copy Profile

The quantities are not bracketed on the profile but have been so work up on the mass diagram.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encls.

CONTRACT # 1921

11-1201 Arlington Rock Production Project
1936

1921

#1921

RECEIVED
SEP 1937
F

11-1201

September 16, 1937

Mr. Henry Rooney
Arlington
Oregon

Dear Sir:

We are in receipt of your letter of September 14 inquiring how you may proceed to collect a claim you have against Smith & Company for repair work to their trucks when they were engaged in the performance of their contract with the State Highway Commission for furnishing crushed rock on the Blalock-Heppner Junction and Arlington-Shuttler Flat Sections of the Columbia River and John Day Highways, Contract No. 1921.

For the protection of claimants against them, these contractors furnished a bond for which the United States Fidelity & Guaranty Company is surety, with C. B. [illegible] as agent, whose office address is Bedell Building, Portland. You should notify this surety company of your claim, and it will doubtless be taken care of. To make doubly sure, you may notify the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

We are also passing on to the contractor and surety advice of your claim, but you failed to mention the amount of same in your letter to us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 18, 1937

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell, Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Henry Keeney, Arlington, Oregon, stating that he has a claim against Smith & Company for repair work to their trucks while they were engaged in the performance of their contract with the State Highway Commission for furnishing crushed rock in stock piles on the Blalock-Heppner Junction and Arlington-Shuttler Flat Sections of the Columbia and John Day Highways, being Contract No. 1921.

Mr. Keeney does not mention the amount of his claim. We have instructed him to file his claim with you as surety on the bond furnished by the contractor, and trust that it will be promptly taken care of.

Very truly yours,

Secretary

MK

cc - Smith & Co.
Irrigon, Oregon

RES. PHONE 403 SHOP PHONE 713

HENRY KEENEY
GENERAL AUTO REPAIRING
REBORING, WELDING
TOW CAR AND WRECKER
ARLINGTON, OREGON

Smith

September 14, 1937.

State Highway Commission,
Salem, Oregon.

Attention;
Mr. Townsend:

We have been informed you might give us information regarding the following matter.

Early this summer there was a rock crusher near here crushing rock for the state. There was also some trucks owned by J.S.Johns that hauled the gravel. While here we repaired the trucks belonging to Mr. Johns a number of times. He has left owing us a balance. When we wrote to him, he stated by letter that his check had been delayed but he was expecting it every day. That was Aug. 30th. and we have not received our money. We have been informed the state retains a certain per cent of money due on jobs of this sort until all accounts are settled. If this is true, will you please inform us how we may proceed to make sure we will get our money ?

Any information you may give us concerning this matter will be very much appreciated.

Thanking you, I am,

Yours very truly,

Henry Keeney

HK/C.

#1921

RECEIVED
JUN 29 1937.
FOR FILING
11-1201

June 18, 1937

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of June 17th concerning Smith & Company Contract No. 1921 - Blalock-Heppner Junction and Arlington-Shuttler Flat Sections in Gilliam County.

You are advised that the above contract was completed May 8, 1937 and was accepted June 4, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
1937
ST [illegible] MISSION
ATWATER 8821

June 17, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: SMITH & COMPANY
Oregon State Highway
Contract No. 1921

We understand that the above contract is now completed and we ask that you kindly inform us definitely as to the date when it was accepted by your Department.

We enclose a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T J Awbrey

District Credit Supervisor

DVH:B

RECEIVED
JUN 16 1937
FOR FILING

11-1201

June 12, 1937

Mr. V. E. Lamb
Pasco
Washington

Dear Sir:

This acknowledges your letter of June 2, notifying us that your claim against Smith & Co., in the amount of $44.50, for services rendered in connection with State Highway Contract No. 1921, for furnishing crushed rock in stock pile for the Arlington-Shuttler Flat Section of the John Day Highway, in Gilliam County, has been fully satisfied and released.

We thank you for this information, which we have duly noted in our records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc Smith & Co.,
cc U. S. Fidelity & Guaranty Co.

RECEIVED
[illegible] 11 1937
OREGON
STATE HIGHWAY COMMISSION

Pasco, Washington

May 2 1937

State Highway Commission,

Salem, Oregon.

Gentlemen:

This is to advise you that my claim against Smith & Co. in the amount of $44.50 for services rendered in connection with State Highway Contract #1921, for furnishing crushed rock in stock pile for the Arlington-Shuttler Flat Section of State Highway, in Gilliam County is hereby released.

The said claim has been paid in full.

Very truly yours,

V.E.Lamb

V. E. Lamb

REFERRED TO
BY SECRETARY

acknowledge with thanks and notify surety & contractor
[illegible]

#1921

RECEIVED
JUN 4 1937
FOR FILING
11-1201

May 29, 1937

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1921 for the construction of the Blalock-Heppner Junction and Arlington-Shuttler Flat Section of the Columbia River and John Day Highway in Gilliam County, has been completed by the contractors, Smith & Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 8, 1937.

The State has been advised of a claim of V. E. Lamb in the sum of $44.50 against this contract for labor. You are advised that the State assumes no responsibility for this claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,975.18, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1921

RECEIVED
MAY 21 1937
FOR FILING
11-1201

May 21, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Smith & Company on contract No. 1921 for the construction of the Blalock-Heppner Junction and Arlington-Shuttler Flat Section of the Columbia River and John Day Highways in Gilliam County. This payment will be made on or after May 31, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

NOTED

RECEIVED
FOR FILING

11-1201

May 17, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 18 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Blalock-Heppner Junction and Arlington-Shuttler Flat rock production project was satisfactorily completed on May 8th. Total cost of the project is $9,915 as compared with the project authorization of $10,362.

In support of the final estimate there is being borwarded to you by express the following records:

One book platted sections
One book field notes

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
J. W. McCallister

Form 338—5M—12-36

O GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 8 1937, 193

Section Arlington Rock Production	*Kind of work* Crushed Rock in Stockpiles
Highway Columbia River & John Day	*Section prefix* 11 - 1201
Contractor Smith & Co	*Contract number* 1921
Date of contract October 1 1936, 193	*Date of completion* May 31 1937, 193
Date work started October 22 1936, 193	*Estimated date of completion* May 10 1937, 193
Amount of contract $ 9420.00	*Per cent of time elapsed* 90 %

Estimated cost of completed project, exclusive of engineering $ 9420.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 864.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The crushing of materials was completed yesterday but there remains probably two or three days work on the stockpiles yet.

Signed

Address Fossil Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8000		
Estimated quantities moved or placed to date			8000		
Average daily quantities			100		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			17		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1921

RECEIVED
MAY 4 1937
FOR FILING

11-1201

May 3, 1937.

Mr. V. E. Lamb
Pasco
Washington

Dear Sir:

This acknowledges receipt of your letter of April 28 advising us of your claim against J. S. Johns and A. L. Smith for services rendered them in connection with their contract with the State Highway Commission for furnishing crushed rock in stock pile for the Arlington-Shuttler Flat Section and Blalock-Heppner Junction Section on state highways in Gilliam County.

The contract to which you refer is State Highway Contract No. 1921. The proper name of the contractor is Smith & Co.; address, Willard, Washington.

In connection with this job the contractor was required to furnish a surety bond for the protection of labor, materials, equipment, and all just debts incurred against the project. The bond was written by the United States Fidelity & Guaranty Company, for whom G. B. Eckles is local agent, with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company and if you secure no satisfaction by so doing, then you should file notice of your claim with the Secretary of the State of Oregon in accordance with the provisions of Chapter 260, Oregon Laws of 1931, mimeographed copy of which is enclosed. Inasmuch as you state that this is a labor claim, it might also be well for you to file notice of the same with Mr. C. H. Gram, State Labor Commissioner, Salem, if you do not secure satisfaction from the contractor in the meantime.

Very truly yours,

Secretary

[illegible]

May [illegible]

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. [illegible], Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are today in receipt of a letter from W. E. Lamb, Pasco, Washington, giving notice of the claim which he has against Smith & Company, in the amount of $[illegible], for services rendered by him in connection with State Highway Contract No. 1321, for furnishing crushed rock in stock pile for the Arlington-Shuttler Flat Section and Blalock-Heppner Junction Section of state highways, in Gilliam County.

This notice is being sent you as surety on the bond furnished by the contractor, who also is being notified.

Very truly yours,

,Secretary

[illegible]

cc - Smith & Company
Willard, Washington

May 1, 193

H. B. G.

This man refers to Cont. #1921 - Blalock-Heppner Junct. & Arlington-Shuttler Flat Sections of the Columbia River and John Day Highways in Gilliam County, furnishing 7,000 yds. of material in stock pile, Smith & Company, Arlington.

His name does not appear on the contractors payroll for the reason that he was not actually employed on the job. The names of the men who move equipment etc. do not appear.

The bond on the above contract was written by the United States Fidelity & Guaranty Company, G. B. Eckles, Agent, Bedell Bldg., Portland.

J. McFarland.

---

for (11) eleven days work that I did in moving these equipment over there.

November - 23 - 1936 to Dec - 3 - 1936 inclusive.

Nov. 23 - 10 hrs @ 50¢ per hr. Truck Driver
Nov. 24 - 12 hrs
Nov - 25 - 12 "
Nov - 26 - 12 "
Nov - 27 - 12 "
Nov - 28 - 12 "
Nov - 29 - 12 "
Nov - 30 - 12 "
Dec - 1 - 12 "
Dec - 2 - 12 "
Dec - 3 - 12 "

total hrs 132
rate .50
$66.00
Board & room 16.50
$49.50
Rec. on acct March 02-1937 5.00
$44.50 Bal due me.

Sincerely yours

V. E. Lamb

ANSWERED
H. B. G.

RECEIVED
APR 30 1937
OREGON
STATE HIGHWAY COMMISSION

#1421-1924

Pasco, Wash.
April 28, 1937

Oregon State Highway Dept.

Dear Sir;

Enclosed you will find a time sheet for labor that I did for J. S. Holmes & A. L. Smith. Contractors who are stock piling gravel at Arlington Oregon, for the state of Oregon.

I understand that a percentage of their money is held back for claims for those that they are in debt to for labor on the contract. ~~I would~~ like to get compensation for (11) eleven days work that I did in moving there equipment over there.

November - 23 - 1936 to Dec 3 - 1936 inclusive.

Nov. 23 - 10 hrs @ 50¢ per hr. Truck Driver
Nov. 24 - 12 hrs
Nov. 25 - 12 "
Nov. 26 - 12 "
Nov. 27 - 12 "
Nov. 28 - 12 "
Nov. 29 - 12 "
Nov. 30 - 12 "
Dec. 1 - 12 "
Dec. 2 - 12 "
Dec. 3 - 12 "

total hrs	132
rate	.50
	$66.00
Board & room	16.50
	$49.50
Rec. on acct March 02-1937	5.00
	$44.50 Bal due me.

Sincerely yours

V. E. Lamb

ANSWERED
H. B. G.

11-1201

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Smith & Co.
Willard, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1921 for furnishing crushed rock in stockpiles on the Blalock-Heppner Junction Arlington-Shutler Flat Section of the Columbia River and John Day Highways in Gilliam County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

CONTRACT# 1922 SEE: CONTRACT# 1798

3

1922 SEE: Contract 1798

CONTRACT# 1923

56-A Calapooya River Br.-Pacific Hwy. 1936
near Albany
1923

#1923

RECEIVED
JUL 17 1937
FOR FILING
56-a

July 14, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1925 for the construction of a bridge over the Calapooya River on the Pacific Highway in Linn County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 14, 1937.

The State is not advised of any unpaid [illegible] for labor material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $22,558.34, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

3

RECEIVED
JUL 10 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE REFER TO FILE NO. 56-a

POST OFFICE BUILDING
PORTLAND, OREGON

July 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project 56-A, Calapooya Bridge, Albany-Tangent Section, Pacific Highway, Linn County, was made by a representative of this office on June 8, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ton

#1923

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 3 1937
FOR FILING
56-a

June 1, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Contract No. 1923 with Mountain States Construction Company for the Construction of Bridge No. 2322 over the Calapooya River near Albany was completed May 25, 1937. Acceptance of this project and permission to pay the final estimate is hereby requested.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

DD DK
cc W. A. Reeves
R. Rosecrans

APPROVED BY HIGHWAY COMMISSION
DATE June 4, 1937
HBGlaisyer
Secretary

RECEIVED
MAR 16 1937
FOR FILING

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP. No. 56-A
Calapooya River Bridge

March 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jeon

Oregon Federal Aid Project No. 56, Section A.

Agr. 10670

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 10, 1931, by the Oregon State Highway Commission, and on June 25, 1931, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on August 16, 1932, by the said State Highway Commission, and on September 19, 1932, by the Acting Secretary of Agriculture, the said parties entered into an agreementfor the improvement of that certain road described therein and designated as Section A of Oregon Federal Aid Project No. 56; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 2.170 miles of road surfaced with bituminous macadam, in Linn County, for which the estimate approved was $40,892.58, and $25,372.36 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $41,099.40, and voucher in the sum of $25,372.36 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for an extension to the project between survey stations 467+62 and 470+53, thereby increasing its length from 2.170 miles to 2.225 miles, and to provide for the construction of a bridge of more than 20 feet clear span between survey stations 467+61.5 and 470+53.84, at an estimated cost of $26,107.00; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $41,099.40 to $67,206.40, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $25,372.36 to $41,302.36:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for Section A be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of forty-one thousand, three hundred two and 36/100 dollars ($41,302.36) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (b) of Article I shall be and is hereby stricken out.

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

"Between survey station 406+00 on the west line of Sec. 18, T. 12 S., R. 3 W., W.M., at the south end of Section B of said project, and survey station 530+00 on the west line of Sec. 21, T. 12 S., R. 3 W., W.M. (excepting therefrom those portions between survey stations 431+99 and 432+37, 434+68 and 435+64, 458+80 and 462+03, 488+64 and 489+98, 502+11 and 502+68, and between survey stations 508+37 and 508+75), length 2.225 miles, in Linn County, being Section A of Oregon Federal Aid Project No. 56, consisting of 2.170 miles of roadway and one bridge of more than 20 feet clear span 0.055 of a mile in length."

Paragraph (a) of Article III shall read:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraph (c) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty-one thousand, three hundred two and 36/100 dollars ($41,302.36), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-seven thousand, two hundred six and 40/100 dollars ($67,206.40), the approved total estimated cost of Section A of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 7th day of January, 1937, and the Secretary of Agriculture on the 27th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 56, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 56-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 67,206.40 in lieu of the previous actual payment of $25,372.36, as the total estimated cost of said project, and the sum of $ 41,302.36/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—1620

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. ~~Oregon FAP No. 56-A.~~
Calapooya River Bridge on the
Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

December 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 30 1936
FOR FILING

56-a

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Calapooya River Bridge, F. A. Project No. 56-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 56-A

CALAPOOYA RIVER BRIDGE ON THE

PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadway-	$ 41,099.40
Federal Aid Paid, Roadway-	$ 25,372.36
Length of Roadway-	2.170 miles
Length of 7 Non-participating Bridges-	.177 mile
Gross Length	2.347 miles

New Work (Calapooya River Bridge)

40	cu. yds.	Excavation	$ 5.00	$ 200.00
5	cu. yds.	Excavation Below Plane	5.00	25.00
440	lin. ft.	Foundation Piling	1.00	440.00
1,500	lin. ft.	Treated Trestle Piling	0.80	1,200.00
28	M-FBM	Treated Lumber	85.00	2,380.00
55	cu. yds.	Class "B" Concrete	17.00	935.00
22	cu. yds.	Class "A" Concrete	17.00	374.00
260	cu. yds.	Class "D" Concrete	17.00	4,420.00
56,000	lbs.	Metal Reinforcement	0.05	2,800.00
112,000	lbs.	Structural Steel	0.055	6,160.00
600	lin. ft.	Concrete Handrail	3.00	1,800.00
All Required		Remove Present Bridge & Maint. Traffic		3,000.00
			Subtotal	$ 23,734
			10% Engr. & Cont.	2,373
			Total	$ 26,107

Length of Bridge .055 mile

Federal Aid Funds Requested-	$ 15,930 (61%)
State Funds-	10,177
	$ 26,107

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

56-a

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1923 awarded to you on October 1, 1936, for the construction of a bridge over the Calapooya River on the Pacific Highway in Linn County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

56-a

October 8, 1936

Mr. H. B. Glaisyer,
Office.

On Oct, 5th Mr. Wm. Reeves of the Bridge Dept. called and stated that Mr. Lindsay of the Mountain States Construction was in his office and wanted the copies of Contract No. 1923 - Bridge over Calapooya River which had been awarded to their firm on October 1st.

This was in the afternoon and due to the press of other business I failed to write the customary letter to accompany the contracts which were being taken out for execution by the contractors. I told Mr. Reeves to let them go bot to impress upon Mr. Lindsay that all copies must be signed by the proper officials of the corporation and to have their seal affixed to both the agreement and bond.

J. McFarland.

NOTED
H B GLAISYER

NOV 30 [illegible]
FOR FILING

OCT 3 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 56-a

October 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 56-A, bridge over Calapooya River on the Pacific Highway near Albany, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 30 1936
FOR FILING

RECEIVED
SEP 17 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

56-a

September 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 56-A, Calapooya River Bridge on the Albany-Tangent section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans by the Chief Engineer of the Bureau.

Our approval is also subject to the condition that any repairing and repaving of the approaches which may be required after completion of this structure will be taken care of by the State.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 30 1936
FOR FILING

56-a

September 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Calapooya River Bridge, F. A. Project No. 56-A.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 56-A

CALAPOOYA RIVER BRIDGE ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, September 10, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$41,099.40
Federal Aid Paid, Roadway- -	$25,372.36
Length of Roadway- -	2.170 miles
Length of 7 Non-participating Bridges- - - - - - - - - - - - - - - -	.177 "
Gross Length -	2.347 "

New Work (Calapooya River Bridge)

40	cu. yds.	Excavation	$ 10.00	$ 400.00
5	cu. yds.	Excavation Below Plans	10.00	50.00
440	lin. ft.	Foundation Piling	0.50	220.00
1,500	lin. ft.	Treated Trestle Piling	1.00	1,500.00
28	M-FBM	Treated Lumber	100.00	2,800.00
55	cu. yds.	Class "B" Concrete	20.00	1,100.00
22	cu. yds.	Class "A" Concrete	21.00	462.00
260	cu. yds.	Class "D" Concrete	21.00	5,460.00
56,000	lbs.	Metal Reinforcement	0.055	3,080.00
112,000	lbs.	Structural Steel	0.065	7,280.00
600	lin. ft.	Concrete Handrail	4.50	2,700.00
All Required		Remove Present Bridge & Maint. Traffic		2,500.00
		Subtotal		$27,552.00
		10% Engr. & Cont.		2,755.20
		Total		$30,307.20

Length of Bridge .055 mile

Federal Aid Funds Requested- -	$18,487.39 (61%)
State Funds- -	11,819.81
	$30,307.20

56-A

Const
Projects
Bridge

September 3, 1936.

NOTED
State Highway Engineer

Mr. F. D. Mason

We are advertising the replacement of the Calapooya River Bridge south of Tangent at the October meeting.

In order that we may fit our grade line on the structure to the approach embankment, I would ask that you give us the elevations on the center line of the constructed pavement for approximately 800 feet each side of the structure; and also, give us your recommended grade line across the structure.

G. S. Paxson

GSP:AP

cc R. H. Baldock

CONTRACT# [redacted] 1924

25-1201 Castle Rock-Umatilla Co. Line Sec.
Columbia River Hwy. 1936

1924

#1924

RECEIVED
OCT 25 1937
FOR FILING
25-1201

October 22, 1937.

U. S. Fidelity & Guaranty Company
Walter Cline, Agent
Board of Trade Building
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1924 for the furnishing of crushed gravel in stock piles on the Castle Rock-Umatilla County Line Section of the Columbia River Highway has been completed by the contractors, Smith & Company and that final settlement will be made by the State with said contractors for work performed under said contract on or after October 30, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work which remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information, we have to advise that the total amount paid the above contractors in connection with this contract will be $8,537.04 which amount includes the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

#1924

1937

25-1201

September 29, 1937

Standard Oil Company of California,
Walla Walla, Washington.

Gentlemen:

In response to your inquiry of September 27th you are advised that the Smith & Company Contract No. 1924, Castle Rock-UmatillaCounty Line Section in Morrow County, was accepted by the Highway Commissionon August 12, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 86

WALLA WALLA, WASH.

September 27, 1937

Smith & Company
Oregon State Contract No. 1924

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Att'n Mr. H. B. Glaisyer, Secretary

In your letter of August 7, 1937 you advised us that Smith & Company had completed work on the Castle Rock-Umatilla County Line Section in Morrow County, Contract No. 1924, on July 24, 1937, but that the contract had not been accepted at that time.

If this contract has been accepted we would appreciate your advising us date of final acceptance.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J. Jacobson EBG
District Credit Man

EBG:DH

Form 383—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1937

Section Castle Rock - Umatilla County Line	*Kind of work* Rock Production
Highway Columbia River	*Section prefix* 25-1201
Contractor Smith Co.	*Contract number* 1924
Date of contract Oct 1, 1936, 193	*Date of completion* May 31, 1937, 193
Date work started April 26, 1937, 193	*Estimated date of completion* July 24, 1937, 193
Amount of contract $ 8 520.00	*Per cent of time elapsed* 122 %

Estimated cost of completed project, exclusive of engineering $ 8 520.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 545.00, % *Date project was completed* July 24, 1937, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rock crushing was completed on this project July 23 and the remainder of the stockpiles were placed in shape the following day. The field crew will remeasure the p piles Monday and the estimate should be finished shortly thereafter.

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1937
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Fossil, Oreg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			6000		
Estimated quantities moved or placed to date			6000		
Average daily quantities			100		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1924

RECEIVED
JUN 18 1937
FOR FILING
25-1201

June 4, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Smith & Company requesting an extension of time to July 1st on their contract No. 1924, Castle Rock-Umatilla County Line Section in Morrow County.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

File - Supplemental application filed in Cont.

NERS
F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

June 5, 1937

Mr. J. B. Beaver
Resident Engineer
Oregon State Highway Commission
Fossil, Oregon

RECEIVED
1937
STATE ISSION

Dear Sir:

Smith & Company have requested an extension of time on their contract No. 1924, Castle Rock-Umatilla County Line Section, until July 1st.

As it is now June 5 and they are just starting the production of rock, it would appear doubtful if they could complete the project by July 1st. and do not wish to secure an extension of time which will not be sufficient and that would require a second extension.

Please advise me immediately your opinion as to date to which time limit whould be extended in order to allow safe margin of time for completion of the project.

Very truly yours

W C. WILLIAMS
Division Engineer

WCW:MA

cc HB Glaisyer

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS
300 CENTRAL BUILDING
SEATTLE, WASH.

June 3, 1937

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: S#254820, and S#254821
Contracts 1924 and 1921
Morrow County Highway

Attached hereto find letter from Smith and Company requesting extension of time under contract number 1924 and contract 1921, on which we have typed our consent to an extension of time being granted.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.,

By D H McCollister

DHM/H

Enc.

#1924

Irrigon, Oregon.
5/29/37.

Highway Commission, State of Oregon

Salem, Oregon.

Gentlemen:

We hereby respectfully ask for extension of time on our contract No 1924 for the furnishing of six thousand cubic yards of crushed gravel in stock piles in Morrow County until July 1st 1937.

Our delay has been due to weather conditions at Arlington under contract 1921.

Accompanying this application is the consent of the United States Fidelity & Guaranty Company, the surety on our bond.

Very truly yours,

Smith & Co.

By Albert L Smith

June 3, 1937

We hereby consent to an extension of time being granted under these contracts as requested by the contractors and covered by our bonds.

UNITED STATES FIDELITY AND GUARANTY COMPANY

By

Attorney-in-fact.

25-1201

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Smith & Co.
Willard, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1924 awarded to you on October 1, 1936, for furnishing crushed gravel in stockpile for the Castle Rock-Umatilla County Line Section of the Columbia River Highway in Morrow County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM 2-K-1 1500 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

X

OREGON STATE HIGHWAY COMMISSION

SALEM

125-1201

October 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

We are in receipt of a telegram from W. C. Williams to the effect that all stock pile sites on the Castle Rock Section have been acquired, except one, and that this one will be donated by the County.

The award of the contract on which bids were received on October 1st has been held up, and it would appear that it now should be satisfactory to clear the project.

Award was not held up as stated here. Contract was awarded on Oct. 1st.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith

25-1201

October 2, 1936

Smith and Company,
Willard, Washington

Gentlemen:

The State Highway Commission, at its meeting held on Thursday, October 1, awarded to you the contract for furnishing crushed gravel, in stock pile, on the Castle Rock-Umatilla County Line Section of the Columbia River Highway, in Morrow County. This award was based on your bid of $8,520.00, which bid, combined with your bid for the Arlington Rock Production Project, in Gilliam County, was the low combination bid on these two projects.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

MG

Secretary

cc - S. H. Probert

CONTRACT# [redacted] 1925

FA 176-C Pringle Creek-Illahe School, 1936
Pacific Hwy.
#1925

R.H. Baldock

RECEIVED
JUN 21 1938
FOR FILING

196-C

June 1st, 1938

FINAL COST ANALYSIS
Pringle Creek-Illahee School Section
Pacific Highway

Contract 1925 Prefix 24-1104

NOTED
State Highway Engineer

Harold Blake, Contractor
Hedda Swart, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$797.52	100%			$500.00
Trench Excavation	767.37	972.2 cu. yd.	0.789	1.00	972.20
Common "	10,040.45	61,621.8 " "	0.163	0.18	11,091.92
Solid "	2,245.99	4,968.6 " "	0.452	0.50	2,484.30
Overhaul	279.69	16,816 yd. sta.	0.017	0.01	168.16
Truck Haul	4,448.60	38,917 yd. mi.	0.114	0.12	4,670.04
Finishing Roadbed & Slopes	794.35	5.46 Mi.	145.490	100.00	546.00
Rounding Cutbanks	308.02	3,793 lin. ft.	0.081	0.07	265.51
12" Concrete Pipe	410.80	444 " "	0.925	1.25	555.00
18" " "	645.70	321 " "	2.012	2.50	802.50
24" " "	1,535.25	549 " "	2.800	3.00	1,647.00
Removing Old Pavement	640.66	3423.6 ~~[illegible]~~ sq. yd.	0.187	0.10	342.36
Rock Subbase	30,801.86	48,248 cu. yd.	0.638	0.75	36,186.00
1" - 0" Mat'l in Base and Shoulders	6,542.99	5,490.5 cu. yd.	1.192	1.40	7,686.70
1"-0" Mat'l in Cushion Course	1,294.09	1,322 cu. yd.	0.979	1.15	1,520.30
¼"-0" " " " "	1,075.80	1,099 cu. yd.	0.979	1.15	1,263.85
Rock Footpath	1,321.08	776 cu. yd.	1.702	2.00	1,552.00
Filler	64.83	376 cu. yd.	0.172	0.20	75.20
Hauling Filler	336.32	2,192.5 cu. yd.	0.153	0.20	438.50
Portland Cement Concrete Pavement	98,221.27	70,563.7 sq. yd.	1.392	1.52	107,256.82
Expansion Joints	973.09	7,084 lin. ft.	0.137	0.15	1,062.60
Contraction Joints	775.50	35,244 lin. ft.	0.022	0.02	704.88
Dowels	4,625.42	36,078	0.128	0.14	5,050.92

Lit B0190 V.

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Tie Bars & Reinforcing Steel	$1,332.05	29,091.8	lbs.	0.046	0.05	$1,454.59
Preparation of Base	66.12	0.46	Mile	143.74	125.00	57.50
Mineral Aggregate in Place	1,290.15	475.5	cu. yd.	2.713	3.25	1,545.38
No. 3 Road Oil	963.06	34.566	Ton	27.86	32.00	1,106.11
PA #1 8" Perf. Concrete Pipe	390.30	647.5	lin. ft.	0.603	0.45	291.38
PA #1 Rock Backfill	183.75	103	cu. yd.	1.784	1.65	169.95
PA #2 Concrete	144.24	6.01	cu. yd.	24.00	24.00	144.24
PA #3 Cement Adjustment		2,127	bbl.	Deduct	1.75	- 3,722.25
Force Order	282.53					282.53
Less Signs				Deduct		- 89.33
Excess Engineering Cost				Deduct		- 375.75
	$173,598.85					$187,707.11

Gross Revenue	$187,707.11
Total Cost	173,598.85
Net Profit	$14,108.26

Net Profit Equals 7.52% of Gross Revenue

Contract 1925

Detail of Cost

Labor:

Supervision	$1,633.68	
Labor	39,493.16	
State Industrial Accident	2,673.24	
Unemployment Compensation 1% - 1936, 2% - 1937	789.21	
Old Age Benefit 1% - 1937	377.96	
		$44,967.25

Materials:

12" Concrete Pipe	444	lin. ft.	at	0.70	$310.80	
18" " "	321	" "	"	1.70	545.70	
24" " "	549	" "	"	2.25	1,235.25	
Rock Subbase	48,248	cu. yd.	"	0.07	3,377.36	
1"-0" Base Material	5,490.5	" "	"	0.70	3,843.35	
1"-0" Cushion Material	1,322	" "	"	0.70	92.54	
¼"-0" " "	1,099	" "	"	0.70	76.93	
Rock Footpath "	776	" "	"	0.70	54.32	
Cement	19,833.85	bbl.	"	1.75	34,709.24	
Concrete Aggregate	16,234	cu. yd.	"	0.50	8,117.00	
Expansion Joints	7,084	lin. ft.	"	0.1020	722.57	
Contraction Joints	35,244	" "	"	0.0148	521.61	
Dowels	36,078		"	0.0855	3,084.67	
Dowel Sleeves	7,084		"	0.02	141.68	
Tie Bars	29,091.8	lb.	"	0.0285	829.12	
Hunt Process	3,135	sq. yd.	"	0.05	156.75	
Cover Sand	3,021	cu. yd.	"	0.05	151.05	
Mineral Aggregate	475.5	cu. yd.	"	1.00	475.50	
RC 3 Asphalt	34.566	ton	at	16.00	553.06	
8" Perf. Conc. Pipe	647.5	lin. ft.	"	0.48	310.80	
Rock Backfill Mat'l	103	cu. yd.	"	0.70	72.10	
						$59,381.40

Miscellaneous:

Equipment Rental	$14,002.00	
Hired Trucks (Inc. Gas, Oil & Grease)	16,707.29	
Gas, Oil & Grease	4,601.00	
Electric Power	42.07	
Drill Expense	38.00	
Explosives	924.00	
Lumber	3,139.06	
Parts & Repairs	3,734.58	
Small Tools & Miscellaneous Expense	13,151.95	
Move In & Freight	2,623.52	
Overhead Expense	2,367.56	
Liability Insurance 1% of Revenue	1,877.07	
Bond 1% of Revenue	1,877.07	
Home Office Expense 2% of Revenue	3,754.14	
Oiling Expense	410.89	
		$69,250.20
	Total Cost	$173,598.85

Contract 1925

Paving Costs

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Prepare Subgrade	$3,578.94	70,563.7 sq. yd.	0.0508		
Water & Water Pipe	1,701.69	" "	0.0241		
Ribbons	8,980.82	" "	0.1273		
Batch	5,301.52	" "	0.0751		
Haul Batch to Mixer	3,717.96	" "	0.0527		
Mix, Lay & Finish	12,511.84	" "	0.1773		
Cure	2,921.01	" "	0.0414		
Cleanup & Tar	1,529.11	" "	0.0217		
Traffic Control	1,407.20	" "	0.0199		
Supervision, Bond and Overhead	10,477.96	" "	0.1485		
Cement (Av. 1.12 Sk. per Sq. Yd.)	34,709.24	" "	0.4919		
Mineral Aggregate (Av. 0.23 Cu. Yd. per Sq. Yd. at Skip)	11,383.98	" "	0.1613		
	$98,221.27	70,563.7 cu. yd.	$1.3920	$1.52	$107,256.82

Portland Cement concrete paving on this contract consisted of 70,563.7 sq. yds. 9"-7"-9" pavement of 22' width and a length of 5.47 miles. Paving was started on May 28th, and completed October 5th, 1937.

A portable batch plant was erected about 900 feet south of the north end of the project. Mineral aggregate was obtained from the contractor's commercial plant at Salem, a dead haul of 2.4 miles to stockpile at the batching plant. A 1½ cu. yd. shovel with a clamshell bucket loaded aggregate into batching bins. Three methods of loading cement into the cement batcher were used throughout the job. Sacks were delivered from Portland on flatbed trucks and dumped by hand into the bins; bulk cement was hauled in a truck with a dump body which automatically loaded into the bin; and bulk cement was hauled in a box body truck. Cement was unloaded from the truck to the bins by means of a scraper, guided by a man and powered by a cable and motor mounted on the batching plant. Cement in the receiving bin was carried by a worm drive to an elevating bucket line which delivered the material into the weighing hopper. To obtain a load, batch trucks drove under the aggregate batcher, receiving weighed rock batch; drove to cement batcher for cement; and returned to aggregate batcher for the sand charge. 16,234 cu. yd. of mineral aggregate and 19,834 bbl. of cement were batched in approximately 400 hours operating time.

70,563.7 sq. yds. of pavement were laid in 385½ hours operating time, averaging 183.2 sq. yds. per hour and 148.9 lin. ft. of 11" width 9"-7"-9" thick pavement per hour. 290 hours of shift time were lost due to rain and breakdowns. Elapsed time for laying pavement was 101 days. The average haul of batch trucks was 2.65 miles. Paving crew consisted of a mixer operator, finishing machine operator, two men setting dowers and expansion strips, a skipman, five spreaders, a porcupine rollerman, six finishers and a foreman. A crew of six men did delay finish, placed cover and sprinkled. Form setting crew consisted of twelve men and a foreman. Fine grade crew consisted of eight men and foreman.

Paving operations were carried on with fair efficiency. The nature of the project required that the mixer be moved numerous times to pave gaps left during the original operation. The batching plant did not lower production costs a great deal but permitted a saving in aggregate and cement costs by centralizing operations and permitting the use of bulk instead of sacked cement, there being a difference of $0.20 per barrel in favor of bulk cement. Also, the unit cost of mineral aggregate was low.

Contract 1925

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 1.2 miles of highway roadbed, 70,560 square yards of Portland Cement concrete pavement, 48,000 square yards of rock shoulders, 9,600 square yards of rock surfaced footpath and other incidental work. The contract was awarded on October 1st, 1936; work was started October 9th, suspended November 19th, resumed May 8th, 1937 and completed October 20th, 1937.

Clearing and grubbing was nearly all done in the fall of 1936. It amounted to about 15 acres and was light clearing but required care in burning.

Roadbed excavation was at the north and south ends of the project. The material at the south end was red clay and was moved by RD-8 cats and tandem carryalls. Practically all of the solid was at the north end and was shot and loaded into trucks by a 1½ cu. yd. shovel. Good progress was made by grading equipment. Old pavement was also moved by shovel and hauled by trucks.

Subbase material was secured from the site of the contractor's gravel plant, hauled an average of 5.13 miles, dumped, and spread by a blade and rolled.

Material for base and shoulders, cushion course and rock footpath was secured from the contractor's commercial plant, stockpiled at the north end of the job and reloaded into trucks by a ½ cu. yd. Michigan shovel and deposited on the road.

Paving materials were stockpiled at the batcher located at the north end of the job, these materials also being secured from the contractor's commercial plant.

RC-3 oil for detours was hauled in trucks from Portland, mineral aggregate secured at the contractor's commercial plant and the oil was heated and spread with rented equipment.

Practically all items were done efficiently and at a small profit. The jbo ran 20 days over the specified finish date, and a penalty of engineering payroll was imposed. Paving operations produced $9,600.00 of the $14,108 profit earned.

The contractor was able to offer low bids on items involving rock material and still make a profit because he had located a gravel pit in the southeast section of Salem, and only 2.4 miles from the north end of the project. On this site, consisting of 10 acres and purchased for $2,500.00, the contractor erected a large commercial plant, which produced gravel, sand and crushed material very cheaply for this job. The use of this site enabled the contractor to place bids low enough to secure the contract and to do so at a profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#1925

FOR FILING

March 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Horner.

Gentlemen:

In response to your inquiry of March 10th you are advised that the Harold Blake, Contract No. 1925, Pringle Creek-Illahe School Section in Marion County, was completed October 20, 1937. This contract was accepted by the Highway Commission November 17, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1925
[illegible]

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

March 10, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Harold Blake
Contract #1925

Kindly favor us with a progress report covering the above job. If the work has been completed, will you please furnish us with the completion and acceptance dates?

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

E - $187,707.11

Final - $5,279.52 - $3589.10

RECEIVED
DEC 31 1937
FOR FILING

176-C

December 30, 1937

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1925 for the grading and paving of the Pringle Creek-Illahe School Section of the Pacific Highway, in Marion County, has been completed by the contractor Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $137,707.11, including the final payment. Of this amount $282.55 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEK.

RECEIVED
DEC 11 1937
FOR FILING
176-e

Jk

Mrs. G. L. Case
Route 5
Salem, Oregon

Dear Mrs. Case:

The State Highway Commission at its meeting on July 29 considered your request for the oiling of the road that is being used by the contractor over which to haul concrete aggregate for the Pringle Creek-Illahe School Section of the Pacific Highway in order to allay the dust which you allege is causing your tenant considerable distraction.

The use of this side road by the state's contractor is only temporary and he will be through with the hauling of concrete aggregate thereover in the near future.

While the Highway Commission regrets that the dust is causing your tenant dissatisfaction, it does not feel justified in going to the expense of oiling operations on account of the temporary nature of the hauling. Furthermore, investigation reveals that the road is not in a suitable condition to receive an oil treatment. Money expended for such oiling would be considered as wasted.

There are many places throughout the state where similar conditions exist and, if the Commission established a precedent by oiling the road that you have in mind, it would have to perform a like service at other points which would soon climb to a large sum of money which the Commission does not have to spare for such purposes.

The Commission hopes that you will appreciate the necessity for its action and that you will bear with it for the remaining short time that the road will be subjected to the contractor's hauling work, after which conditions will probably improve.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

Form 338—5M—12-36

176-C

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 27, 1937

Section Pringle Creek-Illahe School

Kind of work Grading & Paving

Highway Pacific

Section prefix 24-1104; F.A. 176-C

Contractor Harold Blake

Contract number 1925

Date of contract October 8, 1936

Date of completion September 30, 1937

Date work started October 8, 1936

Estimated date of completion ...., 193...

Amount of contract $ 187,091.00

Per cent of time elapsed 100.%

Estimated cost of completed project, exclusive of engineering $ 189,949.06

Per cent of contract completed, based on total contract price 100.%

Engineering cost to date, $ 13,272.00, 6.99 %

Date project was completed October 20, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The letter explaining over-runs and/or over-runs of Semi Final Estimate quantities on this contract was written up and submitted to the Division Office on November 23rd.

The hard copy map, scale 1" = 100' has been corrected to show the constucted line. This map is complete except for ties to the mile posts at the north end of the project and at the south end of the project. These ties are yet to be made in the field.

A job history was written up and typed on the back of the graph of the job kept by the Division Office.

RECEIVED
NOV 29 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED

NOTED
H. W.

H. G. SMITH

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	Rock Sub-base SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	5.4			5.45
Miles partially completed					
Miles completed	1.2	5.4			5.45
Total estimated quantities	65,600	41,300			70,500
Estimated quantities moved or placed to date	66,740	48,248			70,564
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 21	Cloudy		
Monday 22	Rain		
Tuesday 23	"		
Wednesday 24	"		
Thursday 25	"		
Friday 26	Cloudy		
Saturday 27	"		

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

176-C

November 6, 1937

IN REPLY PLEASE REFER TO FILE NO.
24-1104

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There is no adequate reason why penalty should not be imposed on Harold Blake for the overrun of time on the completion of the Pringle Creek-Illahe School Section of the Pacific Highway. If penalty must be imposed, I think it should be confined to the engineering costs involved from the original time limit to the completion of the job, a period of 20 days.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

NOTED

NOTED

FORM 2-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED FOR FILING
176-c

November 5th, 1937

Mr. F. B. Bacon
Division Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your application for an extension of time on Contract 1886, Pringle Creek-Illahe School Section of the Pacific Highway, Harold Blake, contractor.

I see nothing in your letter of explanation or in Mr. Blake's which would warrant an extension of time without penalty. The Bureau of Public Roads has definitely refused to concur in any extensions where weather is given as the reason, and certainly inability to finish the shoulders until after the pavement was cured cannot be given as a reason.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

176-C

IN REPLY PLEASE
REFER TO FILE NO.

November 5th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your concurrence is requested in an extension of time on Contract #1925, Pringle Creek-Illahe School Section of the Pacific Highway, F.A.P. No. 176-C, Harold Blake, contractor.

It is recommended that this extension be granted with engineering penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible]
[illegible], Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 27 1937
FOR FILING
176-c

October 25, 1937

IN REPLY PLEASE REFER TO FILE NO.
24-1104

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith an application, with consent of surety, from Harold Blake for an extension of time on Contract No. 1925, which is the Pringle Creek-Illahe School Section of the Pacific Highway south of Salem.

The completion date on this contract was September 30. Paving work, as stated by Mr. Blake, was all completed by September 6, but he was not permitted to get on the new pavement to complete some of the shoulder work and other details on the south end until the 1st of October, so that the road was not opened to traffic until October 8. Completion of shoulders, pathway and road approaches was finished on October 20.

I recommend that the extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 11 1937

FOR FILING
176-C

September 9, 1937

IN REPLY PLEASE
REFER TO FILE NO.
24-1104

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

We are submitting herewith a revised order for state force work in connection with the patching of the detour road at Illahe and the estimated paving work necessary to put the approaches to the new pavement in proper condition.

NOTED
State Highway Engineer

Yours very truly,

F. D. EASON
Division Engineer

FDE:AM
cc R. H. Baldock

FORM H.A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 1937
FILED
176-e

September 3rd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

I am returning your Order for State Force Work for the Pringle Creek-Illahee School Section.

In driving over this section last evening, it appeared to me that only a small portion of this detour is showing any signs of distress; and therefore, I thought it advisable to reconsider this order to see if plant patching could not be confined to small areas.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
AUG 11 1937
FOR FILING
176-e

August 10, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir: Attention: H. G. Smith, Construction Engineer

On the Pringle Creek-Illahe Section of the Pacific Highway south of Salem, Contract No. 1925, the plans call for the ending of the project at station 382+50 where the new concrete pavement ends and was to connect with the old pavement. In working up the elevations for the vertical curve, it was found that the connection could not be made at this point as there was a difference between the new pavement and the old of some 6 inches. To carry through the vertical curve on the correct elevations applying, it is necessary to carry the new pavement to station 383+15.6, which is an expansion joint on the old pavement and where the new grade and the old pavement grades are identical. It would be to no purpose to oil this section between station 382+50 and 383+15.6. We are, therefore, planning to carry the new pavement to this proper connection.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MM
cc Mr. R. H. Baldock

FORM 5-A-1 5M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 4 1937
FOR FILING
176 - e

IN REPLY PLEASE REFER TO FILE NO.

3k

Mrs. G. L. Case
Route 5
Salem, Oregon

Dear Mrs. Case:

The State Highway Commission at its meeting on July 29 considered your request for the oiling of the road that is being used by the contractor over which to haul concrete aggregate for the Pringle Creek-Illahe School Section of the Pacific Highway in order to allay the dust which you allege is causing your tenant considerable distraction.

The use of this side road by the state's contractor is only temporary and he will be through with the hauling of concrete aggregate thereover in the near future.

While the Highway Commission regrets that the dust is causing your tenant dissatisfaction, it does not feel justified in going to the expense of oiling operations on account of the temporary nature of the hauling. Furthermore, investigation reveals that the road is not in a suitable condition to receive an oil treatment. Money expended for such oiling would be considered as wasted.

There are many places throughout the state where similar conditions exist and, if the Commission established a precedent by oiling the road that you have in mind, it would have to perform a like service at other points which would soon climb to a large sum of money which the Commission does not have to spare for such purposes.

The Commission hopes that you will appreciate the necessity for its action and that you will bear with it for the remaining short time that the road will be subjected to the contractor's hauling work, after which conditions will probably improve.

Very truly yours,

Secretary

HBG:AM
cc - Mr. Baldock

FORM 2-A-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
DEC 11 1937
FOR FILING
176-C

July 28th, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. B. Glaisyer.

Dear Sir:

With reference to the letter of Mrs. G. L. Case which you wished referred to the Commission for instructions. Mrs. Case objects to the dust caused on the side road from the hauling of concrete aggregate to the Pringle Creek-Illahee School Section and suggests that the road be oiled.

The contractor has been using several crossroads to reach the new pavement and has finished hauling concrete aggregate over this particular road. Later there probably will be some shoulder rock to be hauled.

Since this work has been of a temporary nature and lasts for only a short time, it would not seem that the dust is serious enough to warrant the expense of oiling, particularly since the road has very little surfacing.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

R

Salem Oregon
July 24th 1937

State Highway Commission
Salem.

RECEIVED
JUL 2[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sirs:

The trucks hauling sand and gravel to the new highway passes our place and the rate of speed they travel make so much dust that it is all most impossible to keep any thing clean in the house. Beside our fields and orchards are getting covered so bad that I feel some thing should be done to correct this nuisance and give us relief.

I understand this will last for sometime and I hope you can see your way clear to attend to this at your early convinience.

This road I am speaking about is about one mile north of Sunnyside.

We all think the road should be oiled in order to keep the dust down so we can save our crop.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

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R 2180

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Attorney

cc Mr. R. H. Baldock
Mr. N. C. Smith

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

ISSION
ISSION

hope I am sending this to the right place if not will you please see the right party get it for we must have relief.

Trusting this meets with your approval

We remain
Yours truly
Mrs G L Case
Mr Gus Grims
Mr Reines
By Mrs G. L. Case
Route 5
Salem Ore

P.S. Mr Gus Grims is the renter of my place Mrs Case

R 2013
R 2180

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RECEIVED
JUL 2 1937

UZA
Attorney

cc Mr. R. H. Baldock
Mr. H. G. Smith

K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

JUL

176-C

July 1, 1937

R 2013
R 2180

Mr. F. B. Eason
Division Engineer
Office

Dear Sir:

We have received some information about criticism regarding the manner in which the State has constructed approaches to what we believe is known as the Turner Road in the vicinity of Station 301 on the Salem-Illihee Section of the Pacific Highway in Marion County.

The option received from Paulus Bros. Packing Co. covering the right of way between Station 296+11 and Station 311+37 obligated the department, among other things, to "construct and gravel approaches on each side of the right of way at approximately Engineers Station 301+00", and it is our understanding that these approaches were for the purpose of making connections with the existing county road.

We do not know whether or not the approach road construction at this point is intended to be finished, but we call the criticisms to your attention for such merit as they may have.

NOTED
State Highway Engineer

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM 5-A-1 5M 2-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 21 1937
FOR FILING

176-C

May 20, 1937.

Mr. C. B. McCullough,
Ass't State Highway Engineer,
Office.

Dear Sir:

With reference to the National Road Joint to be placed south of Salem, Mr. Eason advises that the first week in June, 1st, 2nd, or 3rd, will be the best time to make the installation.

You may advise Mr. Bourus that installation can be made at that time unless weather conditions interfere.

Yours very truly,
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

N. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
M.

CC to
R.H.Baldock ✓

RECEIVED
MAR 16 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP No. 176-C
Pringle Creek-Taylor Creek ✓
Section of the Pacific Hwy.

March 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAR 13 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
1937

R.H. Baldock

176-e

Cost Analysis to Feb. 15th, 1937
Pringle Creek-Illahe School Section of Pacific Highway
Grading and Paving
Contract 1925, Prefix 24-1104

Harold Blake, Contractor
Hedda Swart, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$1,603.93	75%				$ 375.00
Trench Excavation	136.49	345	Cu. Yd.	0.396	1.00	345.00
Common Excavation	2,865.42	13,420	Cu. Yd.	0.214	0.18	2,415.60
Overhaul	232.50	15,500	Yd. Sta.	0.015	0.01	155.00
18" Concrete Pipe	418.20	204	Lin. Ft.	2.05	2.50	510.00
24" " "	990.00	360	" "	2.75	3.00	1,080.00
Rock Subbase	6,687.77	14,823	Cu. Yd.	0.471	0.75	11,117.25
	$12,934.31					$15,997.85

Gross Earned	$15,997.85
Total Cost	12,934.31
Net Profit	$3,063.54

NOTED
State Highway Engineer

Net Profit Equals 19.2% of Gross Earned.

Contract 1925, Prefix 24-1104

Details of Cost

Labor:			
Supervision		301.26	
Labor		3,029.36	
State Industrial Accident Insurance		216.49	
Unemployment Compensation		33.51	
			$ 3,580.42
Materials:			
18" Concrete Pipe	204 Lin. Ft. at 1.70	346.80	
24" " "	360 Lin. Ft. at 2.25	810.00	
Royalty Allowed on Gravel	14,823 Cu. Yd. at 0.01	148.23	
			1,305.03
Equipment Rentals, Supplies & Miscellaneous:			
Equipment Rental		1,825.00	
Hired Gravel Trucks		2,969.85	
Gas, Oil & Grease		1,471.27	
Powder		36.00	
Move In		500.00	
Repairs		254.50	
Small Tools and Miscellaneous Supplies		490.05	
Cables for Cats		192.05	
Liability and Bond		220.26	
Miscellaneous Expense		89.92	
			8,048.86
Total Cost			$ 12,934.51

Contract 1925, Prefix 24-1104

REMARKS:

This is a Regular Federal Aid Project and consists of grading, surfacing and concrete paving. The contract was awarded on Oct. 1st, 1936 to Harold Blake and is now 8.5% complete.

Clearing and grubbing operations were started on Oct. 7, 1936, the contractor electing to do as much work on the south end of the project as weather would permit. Clearing and grubbing was accomplished with relief hand labor and an RD-8 cat and drum. This work was done in dry fall weather, required considerable caution in burning, and was suspended for the winter on Oct. 31.

Trench excavation included channel changes and excavation for pipes. A little solid was removed in the channel change. All work was done by hand labor.

All excavation to date has been common classification, and the haul has not exceeded the limits of overhaul. Dirt, consisting of red clay, was moved with a bulldozer and cat carryall unit. Carryalls in tandem were used part of the time. Moving equipment in and out for a small amount of excavation raised the cost of this item.

Little excavation was required for installation of pipe, most of it being laid on the original ground. Cat anddrum was used to lay the 24" section in place.

Subbase material was secured from a pit southeast of Salem and 2.4 miles from the job. The pit was included in a 10-acre tract which the contractor purchased at a cost of $2,500.00. It appears that all rock material required for the job will be available at this site. A 1½ yd. diesel shovel loaded subbase material in six 3½ yd and 1½ yd hired trucks. Eight hired trucks were added as the length of haul increased. The haul, over good road, averaged 4½ miles. Subbase has been laid on 4.2 miles of roadbed which had been graded on a previous contract.

Work on the project has been suspended until spring. In the meantime the contractor is erecting a crusher at the pit for the production of about 30,000 cu. yds. of crushed material and sand to be used on this project.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

176-C

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Harold Blake
400 E. Thompson
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1925 awarded to you on October 8, 1936, for grading and paving on the Pringle Creek-Ilahe School Section of the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM XX	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
APR 2 6 1937
FOR FILING

COPY OF WESTERN UNION TELEGRAM

176-e

SALEM OREGON
OCTOBER 8 1936

HAROLD BLAKE

400 NORTH THOMPSON STREET

PORTLAND OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF PRINGLE CREEK ILLAHE SCHOOL SECTION OF PACIFIC HIGHWAY FOR WHICH YOU SUBMITTED LOW BID ON OCTOBER FIRST STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER

SECRETARY

(FILE)

sixteen copies

RECEIVED
DEC 4 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 176-c

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

OCT 9 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 176-C, the Pringle Creek-Illahe School section of the Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid at the bid opening on October 1, 1936.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

176-C

October 7, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Right of way matters in connection with the Pringle Creek-Illahe School grading and paving project (Project 176-C) have now progressed to the point where the award of contract can safely be made. Accordingly, we request your concurrence in the award of contract as of October 8th, 1936, to Harold Blake of Portland, Oregon, on the basis of the bid submitted by him on October 1, 1936.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

FORM 5-2-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

176-C

October 2nd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. F. D. Eason~~
~~Division Engineer~~
~~Office~~

Dear Sir:

Harold Blake called today and wishes to start grading on the Salem-South Section on Monday, October 5th. The award was referred to the Engineer and held until some additional right of way could be acquired, but Blake is preparing an agreement with Mr. Devers by which he waives the right to go on the right of way which we do not have, and it is anticipated that Mr. MacCallister will return in a few days and complete the transactions.

Will you kindly arrange so that Blake can do whatever work possible before the rainy season.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT# [redacted] 1926,1972

187-E Burns-Buchanan Sec., Central 1936
1926 Oregon Hwy.
1972
Folder # 1

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 27
STATE HIGH[illegible] COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 25, 1939

7A-187-E

NOTED
C. B. McCullough

M. L. O'Neil & Son
Contractors
McDermitt, Nevada

Dear Sirs:

I have given consideration to the claim referred to this office in the amount of $384.74, for certain extra work on the bridges on the Burns-Buchanan section of Central Oregon Highway in Harney county.

The first claim, in the amount of $211.09, for the construction of the detour bridge, is not an obligation of the State Highway Department. I refer you to the General Provisions of your contract, page 12, section 4, under "Public Convenience and Provision for Traffic," a portion of which reads as follows: "Unless suitable detour routes are available, he shall provide and maintain a passable driveway over or alongside the work."

The only detour available was one some 5 or 6 miles in length around by the State Experiment Farm, and as a considerable portion of this road was unimproved highway it was not considered a suitable detour.

For these reasons I am unable to approve payment for construction of the detour bridge.

The second claim, amounting to $173.69, which covers additional cost of sand and gravel shipped from Ontario over what the price at Burns would have been, is also not approved. The contract bid did not specify where the sand and gravel were to be secured, and if the nearest available source of satisfactory material was at Ontario the cost of securing the same was entirely the obligation of the contractors.

Very truly yours

Division Engineer

WCW v
CC MF: RHBaldock

McCullough

RECEIVED
MAR 17 19

NOTED
C. A. McCullough

March 10th, 1939

Central Oregon Highway, Burns-Buchanan Section
Contract 1972 Prefix 13-1011
Warren Northwest Inc., Contractors
L. R. Chandler, Resident Engineer

187-3

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Gravel Topping	$10,095.97	49,496.5	cu. yd.	0.204	0.24	$11,879.16
Hauling Gravel Topping	12,325.64	127,262.25	" "	0.097	0.09	11,453.60
Gravel Shoulders	2,590.59	6,063.5	" "	0.43	0.30	1,819.05
Hauling "	1,721.35	14,650.25	yd. mi.	0.11	0.09	1,318.52
Filler	247.50	825	cu. yd.	0.30	0.30	247.50
Hauling Filler	120.60	801	yd. mi.	0.15	0.12	96.12
Sprinkling	3,631.73	1,477.8	M-Gal.	2.46	2.25	3,325.05
Preparation of Base	5,376.15	21.88	Miles	246.00	100.00	2,188.00
Mineral Aggregate	16,473.95	29,047.5	cu. yd.	0.57	0.39	11,328.53
Hauling Mineral Aggregate	10,197.63	78,256	yd. mi.	0.13	0.09	7,043.04
Mixing & Finishing	16,079.80	21.88	Miles	735.00	600.00	13,128.00
Light Cutback Asphalt in Place	72,326.46	2,481.085	tons	29.15	30.00	74,432.55
PA #1 Common Excavation	501.63	902.3	cu. yd.	0.56	0.30	270.69
" Trench "	901.56	730.2	" "	1.23	1.50	1,095.30
" Loose Gravel Riprap	319.35	871	" "	0.37	0.30	261.30
" " " "	344.28	3,026	yd. mi.	0.11	0.09	272.34
" 18" Corr. Iron Pipe	64.90	50	lin. ft.	1.30	1.50	75.00
" 36" " " "	2,297.00	600	" "	3.83	4.50	2,700.00
" 48" " " "	1,318.00	250	" "	5.27	6.00	1,500.00
PA #2 Purchase of 18" C.I.P.	44.50	50	" "	0.89	0.89	44.50
	$156,978.59					$144,478.25

Total Cost	$156,978.59
Gross Revenue	144,478.25
Net Loss	$12,500.34

Net Loss Equals 8.7% of Gross Revenue

Burns-Buchanan Section

Detail of Cost

Labor:

Supervision (Supt. & Tmkpr.)	$3,559.83	
Labor	30,908.17	
State Industrial Accident Insurance	1,952.17	
Social Security & Unemployment Insurance	1,317.12	
		$37,737.29

Materials:

18" Corr. Iron Pipe	100 lin. ft.	at $0.894	$89.40	
18" " " " Bands	2 each	" 1.20	2.40	
36" " " "	600 lin. ft.	" 2.828	1,696.80	
36" " " " "	15 each	" 2.68	40.20	
48" " " "	250 lin. ft.	at 3.883	970.80	
48" " " " "	6 each	" 3.70	22.20	
Cutback Asphalt (Including Frt.)	2,481.085 tons	at 22.73	56,401.35	
				59,223.15

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$11,817.00	
Hired Equipment	3,818.00	
Hired Trucks (Labor not included)	16,134.79	
Gas, Oil & Grease	9,638.14	
Small Tools, Repairs & Misc.	8,981.23	
Freight & Cartage	5,232.26	
Misc. Expense & Overhead	1,507.17	
Bond 1%	1,444.78	
Home Office	1,444.78	
		60,018.15
		$156,978.59

Burns-Buchanan Section

REMARKS:

This contract consisted of the surfacing and oiling of 21.8 miles of roadway. It called for the completion of the work not later than July 31st, 1938, with the provision that at least 10 miles of roadmix be constructed by August 31st, 1937. The contract was bid on April 27th, 1937; work was started May 7th, 1937 and completed August 2nd, 1938.

The topping was excavated with a 1 cu. yd. shovel at an average rate of about 120 cu. yds. per hour. It consisted of easy digging material and contained enough fines to obviate the use of filler. The pits had been opened on a previous contract.

For the production of screened gravel mineral aggregate for the roadmix, the contractors brought in a plant that had been newly designed & built in their Portland shops. It consisted of a portable bunker with rotary screen and conveyor and was expected to produce from 70 to 100 cu. yds. per hour, but actually an average of only 40 to 50 cu. yds. was maintained while the plant was in operation. With the exception of 6,500 cu. yds. which were stockpiled, the material was hauled directly on the road and dumped into windrows.

Of the 2,481.085 tons of asphalt on this project, a total of 1,194 tons was placed in the summer of 1937, at a fairly high cost due mostly to no systematic operating schedule. The remaining tonnage, which was placed the following summer, was laid at less cost. Also a reduction in asphalt prices early in 1938 resulted in a saving of $1.57 per ton delivered in Burns over the 1937 prices.

A total of 10 miles of roadmix was laid in 1937, and the remainder the following year. Some trouble was experienced on this phase of the work due to some of the material requiring drying before oil could be applied. This tended to hold up operations and resulted in low production. Although the contractor had sufficient equipment on the job to efficiently handle 5 to 6 thousand lineal feet of roadmix per day, only about 65% of this amount was accomplished.

When this contract was started the contractors were handicapped in having more jobs than their equipment could efficiently handle, and consequently resulted in a large moving cost as the equipment had to be circulated around the jobs. The bid prices were fair, but the job was far from being efficiently managed.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1972

RECEIVED
SEP 19 1938
FOR FILING

187 E

September 19, 1938

United States Fidelity & Guaranty Company,
H. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1972 for the construction of the Burns-Buchanan Section of the Central Oregon Highway in Harney County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after September 29, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $144,467.15, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ~~No. 8~~

POST OFFICE BUILDING
PORTLAND, OREGON

187-E

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 187-E, Burns-Buchanan section, Central Oregon Highway, was made by a representative of this office on August 22, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Form [illegible]

FA 187-E

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept.3., 1938

Section Burns- Buchanan

Kind of work Oiling

Highway Central Oregon

Section prefix 13-1011

Contractor Warren Northwest

Contract number 1972

Date of contract April 27, 1938

Date of completion July 31, 1938

Date work started May 7, 1937

Estimated date of completion Aug.2, 1938

Amount of contract $ 126808.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 144,040.40

Per cent of contract completed, based on total contract price 1120 %

Engineering cost to date, $ 8050.00, %

Date project was completed Aug.2, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men running bench mark levels between Drewsey and Drinkwater pass.

Returned final estimate to division office.

NOTED

NOTED
H.N.HACKETT

Signed L. R. Chandler

Address Burns oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1972

RECEIVED
SEP 7 1938
FOR FILING

187 E

August 19, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren-Northwest, Inc., on Contract No. 1972, Burns-Buchanan Section of the Central Oregon Highway in Harney County. This payment will be made on or after August 29, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible] 1M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELL[illegible]KSONVILLE

H. B. GL[illegible], [illegible]TARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 12, 1938

RECEIVED
AUG 17 1938
FOR FILING
7A 187-E

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
15 1938
NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the semi-final estimate on the Burns-Buchanan surfacing and oiling project on the Central Oregon Highway in Harney County.

The semifinal estimate shows the cost of the project to be approximately $153,000, which is some $600. under the approved authorizations to date. However, two additional authorizations were necessary during the progress of the work, the other additional expenditures being explained in the attached Resident Engineer's letter of overruns and underruns.

Apparently, everything has been satisfactorily adjusted with the contractor with the exception of one item involving a total of $415.89. You will remember that in the fall of 1937 considerable raveling on the job of oil mix occurred that year before sealing. In order to secure a satisfactory surface, it was necessary to place a double seal on portions of the project. Sufficient aggregate for this second seal had not been stockpiled by the contractor and it was necessary that he haul the materials from a pit where his plant was then set up, several miles from the point of sealing. The hauling of this material resulted in a total of 5,675.25 yard miles, whereas, if the double seal could have been anticipated, the haul would have involved only 1,054.25. The difference of 4,621 yard miles at 9¢ per mile results in a cost of $415.89. This amount has not been included in the semi-final estimate for the reason that there is some question as to the necessity of the extra seal. Had the contractor sealed the mix within the specified time set forth in his specifications, the raveling would probably not have occurred. On the other hand, it is a fairly definitely established fact that the oil

1-36-1 1M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
Subject: Semi-final estimate on the
Burns-Buchanan surfacing and
oiling project, Central Oregon
Highway in Harney County.

Page #2
8-12-38

mat contained an insufficient amount of oil and the contractor claims that it is for this reason that the extra seal was necessary. Personally, I believe the contractor is somewhat justified in his stand and I believe he should be paid for the additional haul. If you concur in this, please have the additional amount added to semi-final estimate as shown by the tabulation sheet accompanying the semi-final estimate.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 16 1938
FOR FILIN

187-E

OREGON STATE HIGHWAY COMMISSION
SALEM

August 11, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. R. Chandler
Resident Highway Engineer
Burns, Oregon

Dear Sir:

We have received certain correspondence relative to a time extension for the Burns-Buchanan Section, Contract No. 1972. This time extension is requested to August 3. We have not, however, received any official notification that this project has been completed.

If the project has been completed, a letter should have been sent to Mr. W. E. Lynch of the Bureau of Public Roads, advising him of the completion date and a confirmation copy mailed to this office. Please give this matter your attention and advise us at your earliest convenience as to the status of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. W. C. Williams
Mr. James McFarland

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 16 1938
FOR FILING
187-E

OREGON STATE HIGHWAY COMMISSION

August 11, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

An extension of time has been requested by the Warren-Northwest, Inc. Co., on their contract #1972, Burns-Buchanan Section of the Central Oregon Highway, F. A. 187-E.

The extension is for two days from July 1, 1938 to Aug. 2, 1938. This additional time was necessary for placing riprap under Price Agreement which work was not involved in the original contract.

It is requested that you concur in this extension without engineering penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

NOTED
C. B. McCullough

RECEIVED
AUG 9 1938
FOR FILING

7a 187-E

August 9, 1938

General Petroleum Corporation,
Woodlark Building,
Portland, Oregon.

Attention: R. L. Butler.

Gentlemen:

Reference is made to your letter August 5th concerning the Warren Northwest, Inc., Contract No. 1972, Burns-Buchanan Section in Harney County.

You are advised that this contract has not been completed. The total amount paid the contractors to date is $91,655.25 and the retained percentage is $9,510.60.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1972

Harney

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

August 5, 1938

Oregon State Highway Commission
Salem, Oregon

Warren-Northwest, Inc.,
Portland, Oregon
Contract No. 1972
Burns-Buchanan Sec. of
Central Oregon Highway

Gentlemen:

Will you please advise us if the above contract has been completed and, if so, was the job accepted?

Very truly yours,

CHAS. A. CRONN
Division Credit Manager

By R. L. Butler

RLB:GGT

Ords, 10 -
Pd - $ 91,635.25
Rtd - $ 9,510.60

FORM 3031

RECEIVED
AUG 9 1938
FOR FILING

9A 127-5

WARREN NORTHWEST INC.
PORTLAND, OREGON

RECEIVED
AUG 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

August 8, 1938

Mr. Morris K. Sprott, Manager
U. S. Fidelity and Guaranty Co.
Bedell Building
Portland, Oregon

Subject: BURNS-BUCHANAN, OREGON CONTRACT No. 1978

Dear Sir:

We have requested an extension of time for the completion of the above contract to August 2nd, 1938 and such will be granted after your consent to this extension has been given.

COPY

Kindly address the Oregon State Highway Commission with copy to us, giving your consent to the above extension of time.

Very truly yours,

WARREN NORTHWEST INC.

Theodore Shoemaker
President

Copies to Oregon State Highway Dept., Salem ✓
W. C. Williams, LaGrande, Ore.

TS:LA

RECEIVED
AUG 12 1938
FOR FILING
7a 187-E

August 5, 1938

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Attention: Theodore Shoemaker
President

Gentlemen:

We have your letter of July 27 addressed to Mr. W. C. Williams, Division Engineer at LaGrande, requesting an extension of time to August 2, 1938, on your contract No. 1972 for surfacing the Burns-Buchanan Section of the Central Oregon Highway.

You are advised that before your application for an extension of time can be accepted and acted upon it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract. Please secure the consent of surety and forward it to this office.

Very truly yours,

JMcF:AM

Secretary

cc - Mr. W. C. Williams

Form 5-H-1 1M 1-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

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FOR FILING
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RECEIVED
AUG 1 1938
STATE HIGHWAY COMMISSION

July 29, 1938

In reply please
refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewigh request for additional project expenditure in the amount of $8,650 on the Burns-Buchanan surfacing and oiling project. Some part of this overrun is the result of additional haul on gravel topping, we having found it necessary to use some additional topping to stabilize weaker points through the Harney Valley. The larger part of the overrun, however, is in cutback asphalt as $8,850 more asphalt was used than anticipated in the contract.

Before the contract was awarded on this project, samples of the aggrigate were submitted and it was estimated from the reports that some 4% to 5% of asphalt would be required. This amount was used on the ten mile section mixed in 1937, but the amount of oil was found to be insufficient and on the 12 miles mixed this year, the oil ratio was very materially increased by order or Mr. Finkbiner. It was found that from 2.1 to 2.15 gallons per square yard were required for the particular type of aggregate used and I note from the laboratory test that the oil content this year is running around 7% to 8%. This increase in oil quantity naturally caused a material increase in estimated quantities.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

✓ cc R. H. Baldock

NOTED

cc R. H. Baldock

FORM 2-H-1 1M 1-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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HIGHWAY COMMISSION

187-E

June 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith price agreement No. 1 on the Burns-Buchanan Surfacing and Oiling project. This price agreement covers the construction of earth dikes blanketed with heavy gravel and the installation of additional culvert pipe.

The spring runoff this year was higher than for many years in the past, but such a runoff can be expected at frequent intervals. The culvert pipe installed during the grading of this section proved inadequate to properly handle the flood waters and additional pipes must be installed. The earth dikes blanketed with gravel are necessary for the proper diversion of irrigation waters in conformance with adjudicated water rights.

I consider the price quotations of the contractor as very reasonable. The common excavation price of 30¢ is not out of line when it is considered that the excavation is in small quantities and scattered over many dikes, resulting in only a few yards in each location. The trench excavation price might appear high, but this price is based upon a considerable portion being wet excavation. The borrow pits are full of water and will undoubtedly remain so during the culvert installation, which must be performed before the oiling work.

It is urgent that this work be performed immediately and I will appreciate your advising me by wire Monday A.M., if possible, in order that I may permit the contractor to order the culvert pipe. The contractors are moving to Burns next week to oil so you may readily see that there is need of haste.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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OREGON
STATE HIGHWAY COMMISSION

January 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. S. E. Probert, Office Engineer

Dear Sir:

As requested in your letter of December 30, I am enclosing herewith request for additional project expenditure in the amount of $2016.00 on the Burns-Buchanan Section of the Central Oregon Highway.

Mr. Chandler advises that according to his records and final figures, there should be a balance of $214.00 in the project authorization without this additional authorization. I would appreciate your advising from what the additional $2000 overrun resulted.

Very truly yours

WCWilliams

W.C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

187E

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JAN 3 1938
FOR FILING

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#1926

January 3, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1926 for the construction of the Burns-Buchanan Section of the Central Oregon Highway in Harney County has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 13, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $134,011.30, including the final payment. Of this amount $143.37 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Baldock

187-E

January 20th, 1938

Cost Analysis to January 1st, 1938

Central Oregon Highway, Burns-Buchanan Section
Surfacing & Oiling
Contract 1972, Prefix 13-1011

Warren Northwest, Inc., Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Gravel Topping	$9,870.25	49,496.5 cu. yd.	0.20	0.24	$11,879.16
Hauling Gravel Topping	12,313.64	127,201.5 yd. mi.	0.097	0.09	11,448.14
Gravel Shoulders	1,532.03	3,404.5 cu. yd.	0.45	0.30	1,021.35
Hauling Gravel Shoulders	898.00	8,068.5 yd. mi.	0.11	0.09	726.17
Filler	206.70	825 cu. yd.	0.25	0.30	247.50
Hauling Filler	120.60	802.5 yd. mi.	0.15	0.12	96.30
Sprinkling	2,613.12	1,070.3 M-Gal.	2.44	2.25	2,408.18
Preparation of Base	3,000.55	16.3 Miles	184.00	100.00	1,630.00
Mineral Aggregate	11,612.56	19,587.5 cu. yd.	0.59	0.39	7,639.13
Hauling Mineral Aggregate	4,433.40	32,039.5 yd. mi.	0.138	0.09	2,883.56
Mixing & Finishing	7,415.00	10.3 Miles	720.00	600.00	6,180.00
Light Cutback Asphalt in Place	37,252.80	1,194 Tons	31.20	30.00	35,820.00
	$91,268.65				$81,979.49

Total Cost	$91,268.65
Gross Earned	81,979.49
Net Loss	$9,289.16

Net Loss Equals 11.3% of Gross Revenue

NOTED

Detail of Cost

Labor:

Supervision	$2,583.23	
Labor	21,655.30	
State Industrial Accident Insurance	1,069.58	
Social Security & Unemployment Insurance	652.75	
		$25,961.86

Materials:

Light Cutback Asphalt 1,194 tons		28,979.19

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	10,236.00	
Hired Equipment	2,152.79	
Hired Trucks (Labor not included)	11,720.94	
Gas, Oil & Grease	5,825.26	
Small Tools, Repairs & Misc.	2,535.83	
Freight	3,129.62	
Erection and Dismantling	688.07	
Miscellaneous Expense and Overhead	1,069.62	
Bond 1% of Gross Revenue	819.79	
Home Office 2% of Gross Revenue	1,639.58	
		39,577.81

Deductions:

Screened & Stockpiled Mineral Aggregate 6,500 cu. yd. at 0.50		- 3,250.00
Total Cost		$91,268.66

Burns-Buchanan Section

REMARKS:

This contract consisted of the surfacing and oiling of 21.8 miles of roadway. The contract stipulated that the work be completed not later than July 31, 1938, with the provision that at least ten miles of the road mix surfacing be constructed by August 31st, 1937. The contract was bid on April 27, 1937 and work was started May 7th, and up to date about 65% of the work has been completed. The contractors also had a sub-contract on the topping work of the grading project of the same section. The work was held up for a short while as the grading contractor was slow in finishing roadbed.

The topping was excavated with a 1 cu. yd. shovel at an average rate of about 120 cu. yds. per hour. The material dug fairly easy and contained enough fines so that very little filler material was needed. The pits had been opened on the previous contract.

A portable bunker with rotary screen and conveyor was brought on the job for the screening of mineral aggregates for the road mix. It had been designed in the Portland office of the contractor and was expected to screen about 70 to 100 cu. yds. per hour, but as the plant had never been tried, a great deal of experimenting had to be done before it was put in smooth working order. It averaged around 40 to 50 cu. yds. per hour while in operation.

With exception of one carload from Portland, all of the oil was shipped in to Burns from Montana at a saving of nearly a $1.00 per ton under the price if shipped from Portland. Due to no systematic operating schedule the cost of oiling was greatly increased.

Road mix operations were started July 24th, and continued until August 14th, completing 10 miles. Some of the material required drying before oil could be spread, which tended to hold up operations and resulted in low average of work accomplished. Although the contractors had sufficient equipment on the job to efficiently handle five to six thousand lineal feet of road mix per day, they only finished three to four thousand feet.

The contractors were handicapped by having more jobs than they could efficiently handle, and consequently resulted in a large moving cost as the equipment had to be circulated around the jobs. The bid prices were fair, but the job was far from being efficiently managed. The contractors should be able to move in early next summer to finish the road mix. About 6,500 cu. yds. of mineral aggregate have been screened and stockpiled.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

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127-E

November 12, 1937

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are in receipt of your letter of November 10, 1937, requesting the final quantities allowed for the items "Gravel Topping" and "Hauling Gravel Topping" on the Burns-Buchanan project, Contract No. 1926 with M. L. O'Neil & Son.

The quantities listed on the semi-final estimate as paid to the contractor are "Gravel Topping" 52,198.5 cubic yards, and "Hauling Gravel Topping" 137,289.5 cubic yards.

The final estimate is in the hands of the Checking Engineer and has not yet been prepared. The above figures are, therefore, subject to a possible change when the final estimate is paid.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milmer/GS

WARREN NORTHWEST INC.
formerly
NORTHWEST ROADS COMPANY

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

November 10, 1937

Mr. S. H. Probert, Office Engineer
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

We have written Mr. L. R. Chandler, Resident Engineer at Burns, requesting the final quantities allowed by the State in connection with our subcontract with M. L. O'Neil and Son on their Burns-Buchanan work. (Contract No. 1926) Mr. Chandler advises that the final estimate figures called for are not available in his office but that they may be obtained from the Salem office.

The two items involved in the above named subcontract are (1) Gravel topping and (2) Gravel topping haul. We shall appreciate it if you will forward this information to us at your earliest conbenience.

Very truly yours,

WARREN NORTHWEST INC.

George W. Noe
Geo. W. Noe

GWN:ZA

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

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1937
OREGON
STATE HIGHWAY COMMISSION

In reply please refer to File No.

October 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. J. M. Devers, Attorney

Dear Sir:

I have just returned from Burns where I made an investigation of any possible damage that may have been done to the tenant of the State Land Board property near Buchanan Ranch by reason of non-fencing of a gravel pit acquired by the State from the State Land Board.

Mr. Chambers, the tenant on the place, states that some damage was done to eight or ten acres of crop by reason of stock getting into the field when the gates were left down by the contractors.

The gravel pit has not been fenced for the reason that to fence the gravel pit and hauling road would have required some $300 worth of fence, which would be useless after this year, as the gravel pit will be exhausted. Furthermore, the tenant did not wish the property fenced, as it was in the middle of his field and he wished to take advantage of the water hole that was created by the gravel pit after the State had finished with it. At this time he does not wish either the hauling road or the pit fenced.

The contractor will finish all work for this year in the gravel pit next week and there will then be no further activity until next spring when he will reenter the pit for a period of possibly ten days.

I would suggest that the matter be left in abeyance during this time, as we are trying to work out some sort of exchange with Mr. Chambers, the tenant, whereby we would trade him this exhausted gravel pit area for some additional acreage on which there is more gravel. If such an exchange can be worked out, I am quite certain that the damage that has been done can be taken care of in the exchange.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers, Attorney
Subject: Damage to crops, claim of
Mr. Chambers, tenant of State
Land Board, Buchanan Ranch Section

Page #2
10-28-37.

During the next six months the gravel pit will be protected from straying stock as the entire property is fenced and the gate will be closed, so that no stock will be able to get into the field other than what Mr. Chambers turns in himself.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:ma

✓ cc R. H. Baldock
H. C. Smith

Baldock

FORM 2-H-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

October 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Due to the shallow depth of the gravel on the property acquired from the State Land Board near Buchanan Ranch on the Burns-Buchanan section, we find it impossible to secure the required amount of gravel from the area obtained. Some 25,000 cubic yards of material have been secured from the pit, but approximately 5,000 cubic yards additional are required and in order to secure this amount it is necessary that we have additional acreage.

I am submitting a sketch map and description of a tract containing .95 acre which contains very good gravel and will permit the obtaining of the requisite quantity. Will you please have the Right of Way Department purchase this additional acreage from the State Land Board? The estimated value of the .95 acre is $10.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Baldock

October 6th, 1937

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NOTED
State Highway Engineer

FINAL COST ANALYSIS

Central Oregon Highway, Burns-Buchanan Section
Contract 1926, Prefix 13-1007
M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,915.08	100%			$ 4,382.00
Trench Excavation	745.75	1,147.3 cu. yd.	0.65	1.00	1,147.30
Common "	34,090.97	337,643.4 cu. yd.	0.101	0.18	60,775.81
Solid Rock "	22,065.28	34,555.7 cu. yd.	0.64	0.18	6,220.03
Overhaul	2,630.16	263,015.6 yd. sta.	0.01	0.01	2,630.16
Truck Haul	5,092.54	28,291.9 yd. mi.	0.18	0.18	5,092.54
Finishing Roadbed & Slopes	4,059.56	21.76 Miles	187.00	175.00	3,808.00
Rounding Cutbanks	36.00	600 lin. ft.	0.06	0.06	36.00
18" Corr. Iron Pipe	3,338.40	1,712 lin. ft.	1.95	1.84	3,150.08
24" " " "	6,020.20	1,942 lin. ft.	3.10	2.85	5,534.70
36" " " "	4,427.22	762 lin. ft.	5.81	5.20	3,962.40
Gravel Topping	8,879.35	52,198.5 cu. yd.	0.17	0.16	8,351.76
Hauling Topping	13,063.56	137,389.5 yd. mi.	0.095	0.10	13,728.95
# Treated Piling	646.31	646.31 lin. ft.		1.00	646.31
# " Lumber	2,401.44	20.012 M-FBM		120.00	2,401.44
# Class "D" Concrete	1,838.60	63.4 cu. yd.		29.00	1,838.60
# Metal Reinforcement	793.14	13,219 lb.		0.06	793.14
# Concrete Handrail	1,125.00	225 lin. ft.		5.00	1,125.00
Salvage & Reinstall Fence Posts	108.79	473 each	0.23	0.30	141.90
Moving Barbed Wire Fence	417.48	2,197.26 rods	0.19	0.20	439.45
Moving Woven " "	150.48	683.82 rods	0.22	0.30	205.15
New Gate Posts	194.80	114 each	1.70	2.05	233.70
New Fence Posts	4,092.44	9,301 each	0.44	0.47	4,371.47
New Barbed Wire	1,577.42	25,279.02 rods	0.062	0.08	2,022.32

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
New Woven Wire	$ 149.10	392.36 rods	0.38	0.47	$184.41
Bracing & Guying Posts	312.50	250 each	1.25	2.10	525.00
Steel Gates	51.20	5 each	10.24	12.55	62.75
Wire Gates	60.95	53 each	1.15	2.00	106.00
	$121,283.72				$133,896.37

# Sublet to O. N. Pierce

Gross Revenue	$133,896.37
Total Cost	121,283.72
Net Profit	$12,612.65

Net Profit Equals 9.4% of Gross Revenue

Burns-Buchanan Grading

Detail of Cost

Labor:

Supervision (M. L. & Rob't O'Neil, 9 Mo. at $200.00 Ea.)		$3,600.00	
Labor (Excluding Sub-Contractor's Labor)		22,873.50	
State Industrial Accident Insurance		686.21	
Social Security & Unemployment Insurance		521.70	
			$27,681.41

Materials:

New Gate Posts	114 each at 1.36	155.04	
New Fence Posts	9,301 each at 0.28	2,604.28	
New Barbed Wire	25,279.02 rods at 0.0344	869.00	
New Woven Wire	392.56 rods at 0.27	105.82	
Bracing Posts	250 each at 0.512	128.00	
Steel Gates	5 each at 7.54	37.70	
Wire Gate Poles	53 each at 0.30	15.90	
18" Corr. Iron Pipe	1,712 lin. ft. at 1.60	2,739.20	
18" " " " Bands	36 each at 2.37	84.96	
24" " " "	1,942 lin. ft. at 2.52	4,893.84	
24" " " " "	41 each at 2.95	120.95	
36" " " "	762 lin. ft. at 4.95	3,771.90	
36" " " " "	16 each at 4.69	75.04	
			15,601.63

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		30,612.00	
Gas, Oil & Grease		7,834.92	
Small Tools, Repairs & Misc.		8,021.52	
Explosives		2,114.60	
Freight & Cartage		1,632.49	
Misc. Overhead Expense		1,447.21	
Bond		1,338.96	
			53,001.70

Warren Northwest Roads, Sub-Contract:

Gravel Topping	52,198.5 cu. yd. at 0.125	6,524.81	
Haul Gravel Topping	137,289.5 yd. mi. at 0.085	11,669.61	
			18,194.42

Pierce, Sub-Contract:

Treated Piling	646.31 lin. ft. at 1.00	646.31	
Treated Lumber	20.012 M-FBM at 120.00	2,401.44	
Class "D" Concrete	63.4 cu. yd. at 29.00	1,838.60	
Metal Reinforcement	13,219 lb. at 0.06	793.14	
Concrete Handrail	225 lin. ft. at 5.00	1,125.00	
			6,804.49
			$121,283.72

REMARKS:

This contract was bid Oct. 1st, 1936. Work was started Oct. 20th, and finished August 19th, 1937.

The clearing consisted mainly of sagebrush. Hand labor was used to clear and grub at a cost of about $134.00 per mile.

Most of the common excavation consisted of material in side borrow ditches and was excavated with a caterpillar elevating grader with 48-inch conveyor belt, at a rate of from 350 to 450 cu. yds. per hour. An RD-7 cat was used to pull the grader. The elevating conveyor of the grader was set so that the discharging material fell nearly in place and required very little side movement. For endwise movement or "drifting of material" and fine grading of cut ditches and grade, tractors were used with 12 cu. yd. LeTourneau scrapers or with pull blades.

About 20,000 cu. yd. of the excavation classified as solid was drilled and shot and moved with 12 cu. yd. scrapers. For moving this material it would have been more economical to have rented the shovel and trucks that the topping sub-contractor had on the job instead of subjecting his cats and scrapers to excessive wear and tear. The balance of the solid was loosened with a rooter and moved with scrapers.

Warren-Northwest Inc. sub-contracted the loading of the topping at $0.125, and the hauling at $0.085 per cubic yard, the contractor taking care of it on the road and constructing hauling roads to pits.

The large amount of fencing work on this contract was done in a very efficient-like manner, which made it possible to show a profit on these bid items.

The contract was bid very low, but despite this was able to show a fair profit, due mainly to efficient use of the elevating grader.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM 5-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
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NOTE
State Highway Engineer

October 4th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I was glad to get your letter advising that neither you nor Mr. Chandler had made any changes in the amount of oil set for the Burns-Buchanan roadmix. I did not see why either of you should have made any radical changes, but Finkbiner was positive that such changes had been made. Since receiving your letter, I have again talked to him, and he now thinks that one of you were unwilling to have so much oil in the mix, and his inspector was overly influenced, which explanation is again absurd.

I do not expect the testing department to be able to determine the amount of oil set for any type of material, but I am interested in keeping them on the search for a correct formula which would be more satisfactory than the method used at present. For this reason, it is quite important that they know how much oil has been used and that they continue their research until they find a formula adaptable to all gradations of material.

I believe I have convinced Finkbiner this time that he should do more investigating on this particular material and expect to have some results before next spring.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
OCT 5 1937
FOR FILING

187-E

October 4, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 2, 1937, containing inquiry concerning Extra Work Order No. 1, for work being performed on the Burns-Buchanan Section, FA Project No. 187-E.

Please be advised that the pile cut-off covered by the work order was apparently occasioned by a construction error and from the statement made in your letter will accordingly be ineligible for Federal participation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT [illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

October 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of September 25th transmitting copies of price agreements and work orders on several Federal Aid projects.

Extra Work Order No. 1 covering Oregon F.A.P. 187-E, Burns-Buchanan section, calls for pile cut off to lower the elevation of the bridge which it is stated is too high to connect with the John Day-Burns pavement.

From the work order, we are unable to determine if this is an error in construction or design. If this is due to construction error, it would not be eligible for Federal participation. Please advise at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

cc-Mr. C. B. McCullough ✓
Mr. N. M. Finkbiner

FORM 2-2-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 1 1 1937
FOR FILING
187-E

RECEIVED
SEP 30 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

NOTE
C. B. McCullough

September 29th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Answering your letter of September 25th concerning recommendation of Materials Engineer which, it is stated, were disregarded on the oil mix east of Bend.

Until I talked with Mr. Gould I had no knowledge of anything that could be interpreted as a disregard of Materials Engineer's instructions or recommendations. Mr. Gould advises that there was always a most friendly relation between he and the Materials Engineer represented, Mr. Wall. The mixing was going along steadily and the first day's run amounted to about 1.5 gallons per yard. In the days following it was changed to 1.6 and 1.7. There had been a little talk between Mr. Gould and Mr. Wall as to whether or not this should be further increased to 1.8 gallons. In the morning before going to work Mr. Gould called me and asked my opinion. I told him I was afraid we were getting this mix a little too rich and that the amount used in the first day's run looked very satisfactory. Mr. Gould in talking with Mr. Wall the next day advised him that this was the opinion of the Division Engineer. Mr. Wall then followed the proportions used in the first day's work, which actually amounted to 1.6 gallons. This, I believe, was on the last day's run on this job.

My point of view on these mixes has been to see that if possible, no excess asphalt was used as this apparently is the curse of all road mixes. In other words, I would much rather that the road mix be a little too dry than a little too rich. On other jobs and with other Resident Engineers I have always taken this attitude regarding these mixes and have kept as far away from being arbitrary in the amount of asphalt used as possible and am surprised to know of this idea being transmitted to the Materials Engineer.

I wish to take the responsibility for whatever arbitrary stand was taken in this instance as it cannot be laid to the Resident Engineer. In future the instructions set out in your letter of September 15th will be followed.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. C. B. McCullough
Mr. N. M. Finkbiner

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 7 1937
FOR FILING

7-1-E

OREGON STATE HIGHWAY COMMISSION

SALEM

September 25th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In response to your recent letter concerning the Burns-Buchanan Section, I have asked Mr. Finkbiner to make additional tests on this section to further study the characteristics of the material and the amount of oil necessary to be used. He was, however, somewhat loathe to do this as he states that the advice of his inspectors was completely ignored as to the amount of asphalt to be used on the job and that you and Resident Engineer Chandler materially decreased the amount of asphalt throughout the job.

Several years ago it was discovered that the consistency of both asphalt and concrete pavements were very irregular because the resident engineers were constantly adjusting the mixes which had been set by the Engineer of Materials; therefore, Mr. Finkbiner was requested to assign a plant inspector to all projects so that a consistent mix would result.

It is true that the construction department retains the responsibility for the job; but that does not mean that the amount of cement in concrete pavement or the amount of oil in asphalt pavement can be changed at the judgment of the resident engineer. If there is any reason to suspect that an inspector is inefficient or is making a mistake, the matter should be reported to the Construction Engineer and the Engineer of Materials so that the matter can be definitely settled.

In the future any mix set by the Engineer of Materials, whether concrete, asphalt or oil, must not be changed without the approval of the Salem office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED

HGS:AR

cc to: R. H. Baldock ✓
C. B. McCullough
H. H. Finkbiner

FORM 5-A-1 5M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GL[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING
187-C

September 25th, 1937

Mr. E. M. Finkbiner
Engineer of Materials
Office

Dear Sir:

Reference is made to your letter of September 23rd, concerning the Burns-Buchanan road mix oiling.

I have written both Division Engineers Williams and Chandler in regard to changes of oil mixes on the various jobs. Copies of these letters are being forwarded to you.

It is rather hard to draw a definite line between the responsibilities of the laboratory and the construction department on this type of construction, and I was hesitant about permitting such a letter as you prepared to be sent out over Mr. Baldock's signature as it virtually took the authority away from the construction department.

However, we have accomplished the same thing on concrete and asphalt pavements without too technical a line of demarkation between the departments, and I believe that this is the last time which we will have any bother on oil mixes; but I would appreciate it if you would make further tests on the Burns-Buchanan Section in view of learning what you can about the material for next year's operations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

NOTED

By

H. G. Smith
Construction Engineer

HGS:AR
cc to: R. H. Baldock ✓
C. B. McCullough

FORM 9-A-1 8M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 9 1937
FOR FILING

September 25th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am advised that the recommendations of the Engineer of Materials were disregarded on the oil mix east of Bend.

Several years ago it was discovered that the consistency of both asphalt and concrete pavements was very irregular because the resident engineers were constantly adjusting the mixes which had been set by the Engineer of Materials; therefore, Mr. Finkbiner was requested to assign a plant inspector to all projects so that a consistent mix would result.

It is true that the construction department retains the responsibility for the job; but that does not mean that the amount of cement in concrete pavement or the amount of oil in asphalt pavement can be changed at the judgment of the resident engineer. If there is any reason to suspect that an inspector is inefficient or is making a mistake, the matter should be reported to the Construction Engineer and the Engineer of Materials so that the matter can be definitely settled.

In the future any mix set by the Engineer of Materials, whether concrete, asphalt or oil, must not be changed without the approval of the Salem office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
C. B. McCullough
N. M. Finkbiner

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 11 1937
FOR FILING

IN REPLY PLEASE REFER TO FILE NO.

September 25th, 1937

NOTE
C. B. McCullough

Mr. R. M. Finkbiner
Engineer of Materials
Office

Dear Sir:

Reference is made to your letter of September 23rd, concerning the Burns-Buchanan road mix oiling.

I have written both Division Engineers Williams and Chandler in regard to changes of oil mixes on the various jobs. Copies of these letters are being forwarded to you.

It is rather hard to draw a definite line between the responsibilities of the laboratory and the construction department on this type of construction, and I was hesitant about permitting such a letter as you prepared to be sent out over Mr. Baldock's signature as it virtually took the authority away from the construction department.

However, we have accomplished the same thing on concrete and asphalt pavements without too technical a line of demarkation between the departments, and I believe that this is the last time which we will have any bother on oil mixes; but I would appreciate it if you would make further tests on the Burns-Buchanan Section in view of learning what you can about the material for next year's operations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
C. B. McCullough

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
N. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF N. M. FINKBINER, ENGINEER OF MATERIALS
SALEM

127-E

RECEIVED OCT 11 1937 FOR FILING

September 23, 1937

8

NOTED C. B. McCullough

NOTED C. B. McCullough

~~Mr. R. G. Smith,~~
~~Construction Engineer,~~
~~Office~~

Dear Sir:

Your letter enclosing a letter from Division Engineer Williams at hand.

My inspector informs me that in no case did he set an oil shot on the Burns-Buchanan job less than 1.5 gallons per square yard. They were lowered, however, at the insistance of Division Engineer Williams and Resident Engineer Chandler.

No correct comparison of oil shots can be drawn between the Burns-Buchanan and the Gap Ranch-Silver Creek jobs for the reason that the materials were different and from widely separated sources. Another difference between the two jobs, however, being that in no case, on the Gap Ranch-Silver Creek job, was the amount of oil in any way changed from the amount set by the inspector.

In Mr. McCullough's absence, I submitted a letter, at Mr. Baldock's request, to Mr. Baldock for his signature giving the laboratory, or its representatives, full authority for mixes, due to the trouble experienced at Burns and Bend this summer. Trouble was experienced at Bend when an oil shot was lowered by Division Engineer Chandler. Fortunately the distributor operator over-shot Mr. Chandler's figure and the result, though noticeable, was not too bad.

Obviously it is unfair to give the laboratory responsibility without the authority to go with it.

Very truly yours,

N. M. Finkbiner
Engineer of Materials

NMF:H

c.c. C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 9 1937
FOR FILING
187-E

September 22nd, 1937

Mr. W. [illegible] Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Highway Engineer

Dear Sir:

In response to your letter of September 20th, we are sending you by express the construction profile and mass diagram for the Burns-Buchanan Section grading project, Central Oregon Highway in Harney County.

This estimate has not yet been checked; and therefore, we request that you rush these data back to as soon as you have finished with them.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
H. E. Hackett
R

cc to: R. H. Baldock ✓
S. H. Probert

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 9 1937
FOR FILING
1873 E

September 20th, 1937

Mr. R. H. Finkbiner
Engineer of Materials
Office

NOTED
State Highway Engineer

Dear Sir:

Attached please find letter from Mr. W. C. Williams, concerning the oil mix on the Burns-Buchanan Section. Work on that section has been closed down for the winter, and no more mix will be laid until spring.

It is very apparent to me that insufficient oil was used in this mix, and I wish you would conduct experiments during the winter so that the correct amount of oil can be used when work is again started.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

187-E

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 187-E
Burns-Buchanan section
Central Oregon Highway

September 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jeon

Appr 20166

Section E
Oregon Project No. 187

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 17, 1936, by the Oregon State Highway Commission, and on January 14, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Project No. 187; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for the road-mix surface treatment of the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $124,806.00 to $264,241.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $76,130.00 to $161,190.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred sixty-one thousand, one hundred ninety and no/100 dollars ($161,190.00) as the share of the

> the United States payable under said act on account of said Section E, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section E shall not in any event exceed the sum of one hundred sixty-one thousand, one hundred ninety and no/100 dollars ($161,190.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-four thousand, two hundred forty-one and no/100 dollars ($264,241.00), the approved total estimated cost of said Section E."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 29th day of July, 1937, and the Secretary of Agriculture on the 31st day of August, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By M. J. O'Leary
Acting Chief, Bureau of Public Roads

Section E
Oregon Project No. 187

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **187-E**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **264,241.00 in lieu of the $76,130.00 approved by Cert. of Jan. 14, 1937** as the total estimated cost of said project, and the sum of $ 161,190.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of August one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—1000

#1926

RECEIVED
SEP 21 1937
FOR FILING
187-E

September 18, 1937

Mr. Robert J. O'Neil
Route #1
Eugene, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 16 enclosing signed voucher in connection with your contract No. 1926, Burns-Buchanan Section, Harney County, covering work performed to August 19, in the amount of $7,182.72.

In accordance with your request, we shall be pleased to mail the warrant covering this payment to the Collins Concrete and Steel Pipe Company, corner N. Albina and River Streets, Portland, Oregon.

Very truly yours,

Secretary

cc - Collins Concrete and Steel Pipe Co.
Corner N. Albina and River Streets
Portland

Carl Smith

Eugene Ore
Sept. 16, 1937.

State Highway Dept.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sirs

Please mail check to Collins Concrete and Steel Pipe Co. Corner N. Albina & River Sts Portland, Oregon. The Semi Final estimate amounting to $4182.90.

Please acknowledge this instructions to Collins Concrete & Steel Pipe Co. of Portland Ore. as they expect to use the information to theyre Banker.

Yours Truly.

Robert J. O'Neil

REFERRED TO
BY SECRETARY

acknowledge letter sending cc to Collins and cc [illegible], also [illegible] this [illegible] to cc [illegible]

AWB

#1926

RECEIVED
SEP 13 1937
FOR FILING

187-E

September 13, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son on Contract No. 1926 for the construction of the Burns-Buchanan Section of the Central Oregon Highway in Harney County. This payment will be made on or after September 25, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
SEP 13 1937
FOR FILING

187-E

September 10, 1937

Mr. R. G. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Reference is made to your communication of September 7, regarding the Burns-Buchanan Section of the Central Oregon Highway in Harney County recently completed by M. L. O'Neil & Son. Will you please inform me what was the estimated shrinkage factor and also the final shrinkage factor on this project?

Very truly yours,

State Highway Engineer

RHB:MI
cc Mr. M. O. Smith

2M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 7, 1937

IN REPLY PLEASE
REFER TO FILE NO.

- 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Burns-Buchanan Section of the Central Oregon Highway in Harney County was satisfactorily completed by M. L. O'Neil and Son on August 19. The total cost of the work as indicated by the semi-final estimate is approximately $5000 in excess of the preliminary estimate. The contract items, however, show an overrun of approximately $9000. This overrun was caused by the heavy shrinkage in common materials which resulted in an overrun in this item of 52,000 cubic yards.

The embankments were constructed mainly from side borrow by means of an elevating grader. The material, however, was redistributed and compacted by heavy caterpillar and LeTourneau scrapers and the shrinkage resulting was far greater than estimated in the preliminary setup.

I am submitting a request for additional project authorization in the amount of $2500, which is the approximate overrun of present authorizations.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
- 1937
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1937

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 7, 1937.

IN REPLY PLEASE REFER TO FILE NO.

187-3

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith extra work orders No. 1 and No. 2 and price agreements No. 1 and No. 2 on the Burns-Buchanan Ranch Section.

Extra work order No. 1 in the amount of $45.54 covers re-cutting of piling at bridge No. 2509 in order to conform with the correct grade line. In some manner the first cutoffs that were given to the contractor were in error and after the same had been capped, it was necessary to lower the cutoffs approximately 10 inches.

Work order No. 2 covers the moving of the cattle guard and a playground apparatus at a grade school along the right of way. This order is directly chargeable to right of way.

Price agreements No. 1 and No. 2 cover adjustment on cement and piling cutoffs in accordance with standard specifications.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 5-M-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

#1926

RECEIVED
1937
STATE HIGHWAY COMMISSION

FOR FILE
1-7-8

September 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

NOTED

Dear Sir:

All work on the Burns-Buchanan Section of the Central Oregon Highway in Harney County was satisfactorily completed by M. L. O'Neil and Son on August 19. The total cost of the work as indicated by the semi-final estimate is approximately $5000 in excess of the preliminary estimate. The contract items, however, show an overrun of approximately $9000. This overrun was caused by the heavy shrinkage in common materials which resulted in an overrun in this item of 52,000 cubic yards.

The embankments were constructed mainly from side borrow by means of an elevating grader. The material, however, was redistributed and compacted by heavy caterpillar and LeTourneau scrapers and the shrinkage resulting was far greater than estimated in the preliminary setup.

I am submitting a request for additional project authorization in the amount of $2500, which is the approximate overrun of present authorizations.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
SEP 9 1937
FOR FILING

181-E

In reply please refer to file No.

RECEIVED
SEP 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

Attached hereto is a copy of the letter from L. R. Chandler explaining variations of overruns and underruns on the Burns-Buchanan Section for such variations as exceeded 10%.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Form [illegible]—[illegible]M—12-36

187-E

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 4, 1937, *193*

Section Burns-Buchanan Section

Kind of work Grading

Highway Central Oregon

Section prefix 13-1007

Contractor M. L. O'Neil and Son

Contract number 1926

Date of contract Oct. 10,1936, *193*

Date of completion July 31, 1937, *193*

Date work started Oct. 20, 1936, *193*

Estimated date of completion ~~105~~, *193*

Amount of contract $124,792.00

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $142052.62

Per cent of contract completed, based on total contract price . . . . 114 %

Engineering cost to date, $ 7850.00, %

Date project was completed Aug. 19, 1937, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished and sent off semi-final estimate on Sept. 2, 1937.

NOTED
RAY WE[illegible]

1937

Signed L. R. Chandler

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	21.8				
Miles partially completed					
Miles completed	21.8				
Total estimated quantities	372000	52198.5			
Estimated quantities moved or placed to date	372000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0	0			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cool		
Monday	Rain Cool		
Tuesday	Cloudy Cool		
Wednesday	" "		
Thursday	" "		
Friday	warm		
Saturday	Cloudy		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

187-E

OREGON STATE HIGHWAY COMMISSION
OFFICE OF N. M. FINKBINER, ENGINEER OF MATERIALS
SALEM

RECEIVED
SEP 7 1937
FOR FILING

September 3, 1937

13-1011

Mr. H. C. Smith,
Construction Engineer,
Office

Dear Sir:

On September 1st. I visited the Burns-Buchanan road mix job. While some of the mix was a little drier than I like to see it, it nevertheless would have given satisfactory service had the seal coat been applied within one to three weeks after mixing, as specified.

State representatives tried to have the seal applied, but without success. It has been six weeks since some of this was laid, and to date (September 1) no seal, whatever, has been applied. Drier mixes than this have been satisfactorily used when promptly sealed.

I recommend that the 1.7 miles (approximate) on the east end of the ten miles laid this year be re-scarified, additional aggregates and oil be used, and the section be re-laid at the contractor's expense.

Very truly yours,

C. B. McCullough
Asst. Engineer of Materials

by N M Finkbiner

N. M. Finkbiner
Engineer of Materials

NMF:N

c.c. C. B. McCullough

NOTED
C. B. McCullough

FORM D-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING
187-E

IN REPLY PLEASE REFER TO FILE NO.

August 31st, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

If the weather remains favorable, I believe it would be advisable to apply a prime coat to that portion of the Burns-Buchanan composed of the coarse topping. Satisfactory blade maintenance can be maintained on the material from the Buchanan pit, but there will be considerable criticism if we attempt to blade maintain the other portion of the road.

This, of course, depends on the speed with which the contractor finishes the Gap Ranch Section and whether he has equipment available to prepare the sub-base on the remainder of the Burns-Buchanan.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

3-781

NOTED

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1206-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(02)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 1926 MAIN ST., [illegible]

PRAG101 TWS PAID 3=WUX PORTLAND ORG 25 157P 1937 AUG 25 PM 2 05

R H BALDOCK=

=BAKER HOTEL

=YOUR TELEGRAM OF AUGUST TWENTY FIFTH REGARDING SEALING OF BURNS BUCHANAN SECTION CONFORMS WITH OUR PLANS AS OUTLINED IN LETTER ADDRESSED W C WILLIAMS UNDER DATE OF AUGUST TWENTY THIRD AND OIL HAD BEEN PREVIOUSLY ORDERED FOR SHIPMENT AUGUST TWENTY SEVENTH BUT WE NOW ATTEMPTING HAVE SHIPPED TOMORROW STOP AS DISGUST WE MAKING IMMEDIATE PLANS INSTALL PLANT AT SHEDD AND HOPE FOR COMPLETION ASPHALTIC CONCRETE PRIOR OCTOBER ONE STOP AS A MATTER OF RECORD WE IN WRITING PROTESTING YOUR ARBITRARY DEAD LINE OF OCTOBER ONE=

=THEODORE SHOEMAKER PRESIDENT WARREN NORTHWEST INC.

181-E

1207-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

[illegible]
FIRST VICE-PRESIDENT

RECEIVED
AUG 30 1937
FOR FILING

RECEIVED
AUG 26 1937
OREGON
STATE HIGHWAY COMMISSION

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Burns, Ore. Aug. 25, 19 37

To Warren Northwest Inc.

Street and No.

Place Portland, Ore.

Order oil today for sealing of Burns Buchanan Section and seal immediately on arrival stop Will require about 44000 gallons

R. H. Baldock

Copy R.H.B.
H.G.Smith
W.C.Williams

Copy

Sender's address for reference

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Sender's telephone number

#1926

RECEIVED
AUG 20 1937
FOR FILING

187-E

August 18, 1937

Mr. George P. Hughet,
City Recorder
Burns, Oregon

Dear Sir:

This acknowledges your letter of August 16 advising us of your claim in the amount of $5.00 against contractor M. L. O'Neil and Son for water and rental of equipment furnished in connection with highway construction.

I would suggest that you file notice of your claim with the surety on the bond furnished by the contractor in connection with his job which, I might state, is Contract No. 1926 covering the grading and construction of two trestle bridges on the Burns-Buchanan Section of the Central Oregon Highway in Harney County. To assist you I am today writing to Mr. O'Neil advising him that your claim has been filed and asking him to take care of it. A carbon copy of my letter will also go to the surety company.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

August 18, 1937

H. L. O'Neil & Son
R. F. D. #1
Eugene, Oregon

Gentlemen:

The State Highway Commission has just been advised by the City of Burns that you owe the city $5.00 for water furnished in connection with bridge construction and for the use of city equipment.

Evidently this service was rendered you in connection with your contract with the State Highway Commission for grading on the Burns-Buchanan Section of the Central Oregon Highway.

The claim is small and I would suggest that you send the city a check for the amount thereof in order to dispose of it provided, of course, the claim is legitimate.

Very truly yours,

HBG:AM

Secretary

cc - Great American Indemnity Co.
Harvey Wells Insurance Agency
Failing Bldg.
Portland, Oregon

MAYOR:
A. A. Bardwell

COUNCILMEN:
Edw. N. Brown
U. S. Hackney
T. L. Miller
W. F. Oltman

ATTORNEY:
E. M. Duncan

RECORDER:
Geo. P. Hughet

CITY OF BURNS

::

BURNS, OREGON

TREASURER:
Maurice Schwartz

STREET SUP'T:
WATER SUP'T:
E. M. Lowe

CHIEF OF POLICE:
H. E. Drake

CITY ENGINEER:
M. V. Dodge

HEALTH OFFICER:
B. F. Smith, M. D.

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

Aug. 16th 1937

State Highway Dept.
Salem, Ore.

Gentlemen:

Am enclosing an unpaid bill of the M. L. O'Neil & Sons which we are unable to collect and would very much appreciate it if this could be held out of the contract on the final payment to the above parties.

Very Truly Yours

Geo. P. Hughet
City Recorder
Geo. P. Hughet

ANSWERED
H. B. G.

Burns, Oregon, Aug. 16th 1937, 193

M. M. L. O'Neil & Sons

Burns, Ore.

In Account With

City of Burns

Office of City Recorder

		Use of City Water on bridge construction on Highway No.	54			5.00
		and use of City equipment				

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by J. S. Nash

Encl.

HGS:AR

cc to: R. H. Baldock √

FORM 0-Acl 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 14 1937
FOR FILING

187-E

OREGON STATE HIGHWAY COMMISSION

SALEM

August 11th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to August 30th, on M. L. O'Neil & Son's contract #1926, F.A.P. 187-E, on the Burns-Buchanan Section of the Central Oregon Highway.

This extension of time is necessary to enable the contractors to finish the borrow pits, some of which were too muddy to finish earlier. The contractors have handled the grading work and finished the top of the grade so that they have not delayed the surfacing contractor. The engineering party is also handling the surfacing, and it is not apparent that the delay has occasioned any additional cost in engineering. Therefore, I recommend that this extension of time be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 2 1937
FOR FILING
187-E

July 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Burns-Buchanan Section, Federal Aid Project No. 187-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash

Encl.

Baldock

July 28th, 1937

RECEIVED
AUG 14 1937
FOR FILING

187-E

Cost Analysis to July 24th, 1937
Central Oregon Highway, Burns-Buchanan Section, Grading
Contract 1928, Prefix 13-1007

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,867.20	All			$4,362.00
Trench Excavation	460.53	708.5 cu. yd.	0.65	1.00	708.50
Common " "	33,770.00	307,000 cu. yd.	0.11	0.18	55,260.00
Solid "	21,504.00	44,800 cu. yd.	0.48	0.18	8,064.00
Overhaul	1,805.00	180,500 yd. sta.	0.01	0.01	1,805.00
Truck Haul	2,196.00	12,200 yd. mi.	0.18	0.18	2,196.00
Finishing Roadbed & Slopes	3,756.38	20 Miles	187.80	175.00	3,500.00
18" Corr. Iron Pipe	2,566.20	1,316 lin. ft.	1.95	1.84	2,421.44
24" " " "	5,536.60	1,786 lin. ft.	3.10	2.85	5,090.10
36" " " "	2,324.00	400 lin. ft.	5.81	5.20	2,080.00
Gravel Topping	8,530.09	50,177 cu. yd.	0.17	0.16	8,028.32
Haul Gravel Topping	12,761.26	134,329 yd. mi.	0.095	0.10	13,432.90
Moving & Reinstalling Fence Posts	108.79	473 each	0.23	0.30	141.90
Moving Barbed Wire Fence	412.82	2,173 rods	0.19	0.20	434.55
Moving Woven Wire Fence	150.48	684 rods	0.22	0.30	205.20
New Gate Posts	190.40	112 each	1.70	2.05	229.60
New Fence Posts	3,918.64	8,906 each	0.44	0.47	4,185.82
New Barbed Wire	1,313.95	23,890 rods	0.055	0.08	1,911.18
New Woven Wire	149.10	392 rods	0.38	0.47	184.40
Bracing & Guying Posts	288.75	231 each	1.25	2.10	485.10
Steel Gates	51.20	5 each	10.24	12.55	62.75
Wire Gates	60.95	53 each	1.15	2.00	106.00
	$104,722.34				$114,892.76

Gross Revenue	$114,892.76
Total Cost	104,722.34
Net Profit	$10,170.42

Net Profit Equals 8.9% of Gross Revenue

Burns-Buchanan Section
Contract 1923

Detail of Cost

Labor:			
Supervision (M. L. O'Neil & Rob't O'Neil 8 Months at $200.00 Each)		$3,200.00	
Labor		22,217.84	
State Industrial Accident Insurance		666.54	
Unemployment & Old Age Pension		502.03	
			$26,586.41
Materials:			
New Gate Posts	112 each at 1.36	$152.32	
New Fence Posts	8906 each at 0.28	2,493.68	
New Barbed Wire	2389 rods at 0.0275	656.98	
New Woven Wire	392 rods at 0.27	105.84	
Bracing Posts	231 each at 0.51	117.81	
Steel Gates	5 each at 7.54	37.70	
Wire Gate Poles	53 each at 0.30	15.90	
18" Corr. Iron Pipe	1316 l.f. at 1.60	2,105.60	
18" " " " Bands	32 each at 2.37	75.84	
24" " " "	1786 lin. ft. at 2.52	4,500.72	
24" " " " "	40 each at 2.95	118.00	
36" " " "	400 lin. ft. at 4.95	1,980.00	
36" " " " "	10 each at 4.69	46.90	
			12,407.29
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		27,186.00	
Gas, Oil & Grease		8,435.00	
Small Tools, Repairs & Misc.		6,987.48	
Explosives		2,100.00	
Move In Expense		1,200.00	
Misc. Overhead Expense		986.36	
Bond		1,143.70	
			48,038.54
Warren Northwest Roads, Sub-Contract:			
Gravel Topping	50,177 cu. yd. at $0.125	6,272.13	
Haul Gravel Topping	134,329 yd. mi. at 0.085	11,417.97	
			17,690.10
Cost Grand Total			$104,722.34

Burns-Buchanan Section

REMARKS:

This contract was bid October 1st, 1936. Work was started October 20th, and up to July 24th, was complete except for a little finishing.

Most of the common excavation consisted of material in side borrow ditches and was moved with an elevating grader. The balance of the common was excavated with cats and LeTourneau scrapers.

About 20,000 cubic yards of the solid material was shot, and the balance loosened with rooters. Instead of taking advantage of the opportuniry of renting shovel and trucks from the topping sub-contractor, the contractor moved the entire solid material with cats and scrapers. Some of the shot material broke in large pieces, and the use of scrapers in the moving of this material resulted in excessive wear and tear on the equipment. The use of a shovel on solid material would have been more economical.

Warren Northwest Roads sub-contracted the loading of the topping at $0.125, and the hauling at $0.085 per cubic yard, O'Neil taking care of it on the road and constructing hauling roads to pits. The contractor should have been able to sub-let the loading at about $0.10 per cu. yd.

The contract was bid very low, but the contractors' use of the elevating grader made it possible for the contract to show a fair profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 187-E
Burns-Buchanan section,
Central Oregon Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ion

RECEIVED
JUL 17 1937
FOR FILING
187-E

July 15, 1937

The [illegible] Company,
828 Repiblic Building,
Seattle, Washington.

Attention: W. A. Smith.

Gentlemen:

Reference is made to your letter of July 13th concerning the contract which was awarded the Warren Northwest, Inc. in Harney County.

You are advised that this is our Contract No. 1972, Burns-Buchanan Section of the Central Oregon Highway and consists of 21.8 miles of surfacing and oiling. The bond was furnished by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Bedell Bldg., Portland, Oregon, is resident agent. The amount of the contract is $126,808.00, and the date of completion is July 31, 193[illegible].

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dist. by J. McFarland.

cc R. H. Baldock - L.R.Chandler

RECEIVED
JUL 15 1937
OREGON
STATE HIGHWAY COMMISSION

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDITMAN

628 REPUBLIC BUILDING
SEATTLE, WASHINGTON

July 13, 1937.

CONTRACT NO.1926, BURNS-BUCHANAN SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

It is understood L. M. O'Neil & Sons had the contract for the base rock on this highway section. Further, that the contract for surfacing and oiling was let direct to Warren Northwest Construction Co., Inc.

If this is true, will you kindly advise how much bond has been put up by the Warren Northwest Construction Co.,Inc., and who has written the bond. We will also appreciate the approximate date of completion of this surfacing and oiling contract.

Yours very truly,

THE TEXAS COMPANY,

BY: W A Smith
W. A. SMITH

WAS:EOP

cc R. H. Baldock - L.R.Chandler

FORM 8-M-1 1M 12-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

In reply please refer to File No.

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1937
FOR FILING
187-E

July 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I would appreciate your taking some action to hasten the start of oiling operations on the Burns-Buchanan section by the Warren Northwest Company, Incorporated

I was assured by officials of the company that this work would start immediately after the 4th of July. About the 1st of July we were informed that the work would not start until July 15th and now the date has again been advanced to July 25th. This late starting date will not permit completion of both the Burns-Buchanan Ranch and the Gap Ranch-Yellowstone Junction projects.

Of course, the contract on the Burns-Buchanan Ranch project specifies only 10 miles that must be completed this year, but there is no reason why the entire job should not be completed if the contractors will get on the job.

NOTED
State Highway Engineer

They have a screening plant in operation which is producing 25 yards per hour and while, at this time, it is running only one shift, it is expected that next week three shifts will be started, which will allow an output of some 700 yards per day. This would be sufficient to permit completion of the Burns-Buchanan Ranch Section, but it is my understanding that they contemplate moving the crushing plant from this job to produce aggregate for the Gap Ranch project and if this is done, the screening plant is not capable of furnishing sufficient aggregate for both jobs.

I believe it would be of considerable help if you would address a letter to the Warren Northwest Company setting forth the necessity of immediate start of operations.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock - L.R.Chandler

RECEIVED
JUL 1 1937
FOR FILING

187-E

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 29, 1937, concerning the item of 21.88 miles of "Mixing and Finishing" in the bid proposal for the Burns-Buchanan Section, F. A. Project No. 187-E.

Please be advised that the quantity is erroneous and the quantity, 21.58 miles, appearing in the agreement estimate, is correct. Since the corresponding item in the contract must agree with that in the bid proposal, the error has been carried into the contract, but the correct length will appear in the final estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Esch
Asst. Office Engineer

JWE:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 30 1937
OREGON
STATE HIGHWAY COMMISSION

June 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 187-E, the Burns-Buchanan section of the Central Oregon Highway.

The revised project agreement estimate shows for the item of mixing and finishing, 21.81 miles. The proposal used showed 21.88, and the plan summary sheet shows net quantity 21.88 and total 21.81 miles.

We believe the 21.81 mile quantity to be correct but would appreciate your check before forwarding the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING
187-E

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Burns-Buchanan Section, FA Project No. 187-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

RECEIVED

Oregon State Highway Department Federal Aid Project No. 157-E

BURNS-BUCHANAN SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 25, 1937

Grading (Contract No. 1928)

All Required		Clearing and Grubbing		$ 4,562.00
450	cu. yds.	Trench Excavation	$ 1.00	450.00
285,000	cu. yds.	Common Excavation	0.18	51,300.00
49,000	cu. yds.	Solid Rock Excavation	0.18	8,820.00
230,000	yd. sta.	Overhaul	0.01	2,300.00
18,000	yd. mi.	Truck Haul	0.18	3,240.00
21.81	miles	Finishing Roadbed and Slopes	175.00	3,816.75
15,000	lin. ft.	Rounding Cutbanks	0.06	900.00
500	lin. ft.	18" Corrugated Iron Pipe	1.84	920.00
1,900	lin. ft.	24" Corrugated Iron Pipe	2.85	5,415.00
1,100	lin. ft.	36" Corrugated Iron Pipe	5.20	5,720.00
46,000	cu. yds.	Gravel Topping	0.16	7,360.00
115,000	yd. mi.	Hauling Gravel Topping	0.10	11,500.00
				$ 106,103

Surfacing and Oiling (Contract No. 1972)

50,000	cu. yds.	Gravel Topping	$ 0.24	$ 12,000.00
105,000	yd. mi.	Hauling Gravel Topping	0.09	9,450.00
6,300	cu. yds.	Gravel Shoulders	0.30	1,890.00
14,700	yd. mi.	Hauling Shoulder Material	0.09	1,323.00
3,000	cu. yds.	Filler	0.30	900.00
5,000	yd. mi.	Hauling Filler	0.12	600.00
1,500	M-Gal.	Sprinkling	2.25	3,375.00
21.81	miles	Preparation of Base	100.00	2,181.00
26,600	cu. yds.	Mineral Aggregate	0.39	10,374.00
62,000	yd. mi.	Hauling Mineral Aggregate	0.09	5,580.00
21.81	miles	Mixing and Finishing	600.00	13,086.00
2,200	tons	Light Cutback Asphalt in Place	30.00	66,000.00
				$ 126,759.00

Subtotal	$ 232,862
10% Engr. & Cont.	23,286
Total	$ 256,148

BRIDGES

Silvies Slough Bridge (Contract No. 1926)

550	lin. ft.	Treated Piling	$ 1.00	$ 550.00
12	M-FBM	Treated Lumber	120.00	1,440.00
38	cu. yds.	Class "D" Concrete	29.00	1,102.00
8,400	lbs.	Metal Reinforcement	0.06	504.00
126	lin. ft.	Concrete Handrail	5.00	630.00
				$ 4,226.00

Poison Creek Bridge (Contract No. 1926)

400	lin. ft.	Treated Piling	$ 1.00	$ 400.00
9	M-FBM	Treated Lumber	120.00	1,080.00
28	cu. yds.	Class "D" Concrete	29.00	812.00
6,000	lbs.	Metal Reinforcement	0.06	360.00
96	lin. ft.	Concrete Handrail	5.00	480.00
				$ 3,132.00

Subtotal	$ 7,358
10% Engr. & Cont.	735
Total	$ 8,093

Length of Roadwork	21.682 miles
" " 2 Bridges	.019 miles
Total Length	21.701 miles
Cost per mile, Roadwork	$ 11,813

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 256,148	$ 156,253	$ 99,895
Bridges	8,093	4,937	3,156
	$ 264,241	$ 161,190	$ 103,051

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 23, 1937

JUN 25 1937
FOR FILING
1872

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
C. B. McCu

Attention Mr. J. M. Devers, Attorney

Dear Sir:

With further reference to complaint of Ralph Chambers that live stock is being permitted to encroach on his crops by reason of the contractor working a gravel pit on the Central Oregon Highway.

Please be advised that this matter is and has been taken care of by the assignment of a watchman who keeps all stray stock out of Mr. Chambers' crop land at such times as gates are down to permit the contractor to work the property.

I have furthermore instructed the Resident Engineer to have the contractor on the project proceed immediately with the construction of the right of way fence entirely around the gravel pit and hauling road in the event that the gravel pit will not be exhausted on the present contract.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE

H. C. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2? 1937
FOR FILING
187-8

June 21st, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
O. R. McCullough

Warren Northwest Inc.
Post Office Box 5072
Portland, Oregon

Attention : Mr. Shoemaker.

Dear Sir:

I have discussed the matter of crushing or stockpiling the oversize material on the Burns-Buchanan Section with Mr. Baldock, and he does not wish to increase the contract by crushing the material.

Mr. Williams does not think it economical to stockpile the material. I concur in this, as I told you the other day that it was extremely doubtful if any economy would result from stockpiling.

I appreciate very much your interest in the matter and wish to thank you for calling it to our attention.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
W. C. Williams

FORM 2-K-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 22 1937
FOR FILING

187-E

June 21, 1937

R 3649
R 3672

State Land Board
First National Bank Bldg.
Salem, Oregon

Gentlemen:

Receipt is acknowledged of copies of letters relative to fencing on property acquired from you in the northeast quarter of Section 27, Township 22 South, Range 33 East, W. M., on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

This matter has been taken up with Division Engineer W. C. Williams, and it is our expectation that the matter will receive attention in the very near future.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. R. H. Baldock
Mr. W. C. Williams

NOTED
O. B. McCullough

FORM 5-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

JUN 25 1937
FOR FILING
187-B

June 21, 1937

R 3649
R 3672

Mr. R. C. Williams
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Dear Sir:

This department purchased from the State Land Board highway right of way, hauling road easement, and a twenty-acre tract in the northeast quarter of Section 27, Township 22 South, Range 33 East, W. M., on the Burns-Buchanan Section of the Central Oregon Highway. It appears that at the time of the sale the State Land Board had made a crop lease to Ralph Chambers of Burns, Oregon, which apparently covers the years 1936, 1937, and 1938.

Mr. Chambers now has made a complaint to the effect that he has put in a crop on the land but that the department has taken down and removed some fencing, which permits livestock to get from the highway onto the land under crop. The contract for this project includes the fencing of the right of way, which work is to be done at state expense.

It would appear to us that Mr. Chambers' complaint is very well taken and that the department should use every effort to keep the fencing even with or ahead of the construction work so that there will be no trespass of stock from the highway onto the adjoining lands.

Your cooperation in giving attention to this matter so that the situation may be properly taken care of, if an investigation shows the situation to be as reported, would be very much appreciated. It would be our thought that at least the right of way should be fenced as an obligation which we must carry out, but whether the twenty-acre tract of land and the hauling road should be fenced is another question. In similar instances we have suggested the advisability of fencing quarry sites so as to eliminate the possible liability of the State Highway Commission on account of damages which may be sustained by reason of the excavation not being properly protected.

Yours very truly,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc State Land Board
Mr. R. H. Baldock

NOTED
C. B. McCullough

FORM 2-M-1 1M 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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JUN 21 1937
FOR FILING
187-E

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

June 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

NOTED

With reference to having the Warren Northwest Inc. stockpile oversize gravel on the Burns-Buchanan Section:

It does not appear to me that it would be worth 25¢ per cubic yard to have such material stockpiled for the following reasons:

It is roughly estimated that the oversize material will be somewhere between 25% and 30% of the total. There will be used approximately 7000 cubic yards of material from each pit, so that the amount of oversize material would be between 2000 and 3000 cubic yards at each location. This would not furnish a sufficient amount for a maintenance contract at any one setup and I can not see where we would secure any materially reduced price on maintenance contracts by having only a portion of the required amount stockpiled.

Furthermore, the material will necessarily have to be deposited somewhere within the State owned pit and I doubt if it would be much more difficult to pick up the material thus deposited than if it were neatly stockpiled.

It seems that the Warren Northwest Inc. are endeavoring to collect 25¢ per cubic yard on some 8000 to 10,000 cubic yards to sew up their own interests, and, personally, I would not recommend that any additional payment be made for stockpiling oversize material.

If we require any material for maintenance purposes, such as subgrade reinforcements, etc., it can be as readily picked up from points of deposit as from stockpile.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

66

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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JUN 21 1937
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187-E

OREGON STATE HIGHWAY COMMISSION

SALEM

June 17th, 1937

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In jobs such as the Burns-Buchanan Section where large quantities of gravel are to be wasted, it may be well to require that it be put in stockpiles. This may be done either without expense to the State or a bid price provided.

I am attaching specifications which were used on the Scottsburg-Paradise Creek job which you may use for your consideration at any future time where oversize and undersize materials would be rejected.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
C. B. McCullough

FORM 0-A-1 8M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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JUN 21 1937
FOR FILING
187-E

June 17th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The Warren Northwest Inc. has brought up the matter of stockpiling the oversize gravel on the Burns-Buchanan Section. They feel that it would be a great advantage to the State in crushing operations to have this material stockpiled and not scattered about the pit.

It does not seem to me, however, that the contractor bidding in the future on maintenance material would reduce his price by the twenty-five cents per cubic yard which it will cost to stockpile the material under his bid price if the material were merely scattered about the pit.

You may give some consideration, however, to the matter and advise whether you think it economical to stockpile this material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R.H. Baldock

NOTED
C. B. McCullough

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JUL 7 1937
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187-E

Baldock

June 22nd, 1937

Cost Analysis to June 15th, 1937
Central Oregon Highway, Burns-Buchanan Section
Contract 1972, Prefix 13-1011

Warren-Northwest Roads Inc., Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Gravel Topping	$6,751.68	34,092.5 cu. yd.	0.20	0.24	$8,182.20
Hauling Gravel Topping	8,301.38	83,369.25 yd. mi.	0.10	0.09	7,503.23
Filler	181.50	825 cu. yd.	0.22	0.30	247.50
Hauling Filler	112.35	802.5 yd. mi.	0.14	0.12	96.30
Sprinkling	1,393.31	742.4 M-Gal.	1.88	2.25	1,670.40
Preparation of Base	1,294.12	10.50 Miles	126.00	100.00	1,050.00
Light Cutback Asphalt in Place	5,676.05	193.6 Tons	29.32	30.00	5,808.00
	$ 23,710.37				$ 24,537.63

Gross Revenue	$24,537.63
Total Cost	23,710.37
Net Profit	$ 827.26

Net Profit Equals 3.4% of Gross Revenue

NOTED
State Highway Engineer

Burns-Buchanan Section, Surfacing

DETAIL OF COST

Labor:		
Supervision	$ 620.51	
Labor	5,248.63	
State Industrial Accident Insurance	322.80	
State Unemployment Insurance & Social Security	176.07	
		$6,368.01
Materials:		
Light Cutback Asphalt 193.6 Tons at $24.13 average		$4,671.57
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	2,228.00	
Truck Hire (Including Gas)	6,003.54	
Rented Equipment	1,081.12	
Gas, Oil & Grease	1,898.40	
Small Tools, Repairs & Misc. (50%)	411.18	
Move In	200.00	
Freight	103.88	
General Overhead	253.91	
Bond	245.38	
Home Office	245.38	
		$12,670.79
Grand Total Cost		$ 23,710.37

Burns-Buchanan Section, Surfacing

REMARKS:

This job was bid on April 27th, 1937, and work was started May 7th. The contractor also has a sub-contract for the topping work on the grading contract of the same section. Up to June 15th, the contractor had completed about 70% of the topping work on the surfacing contract and had prepared the base and prime coated about one-half of the section, or about 11 miles. The work will be held up for a short while until the grading contractor completes his contract which is expected to be about July 10th.

The topping was excavated with a 1 cu. yd. shovel at an average rate of about 120 cu. yds. per hour. The material dug fairly easy and contained enough fines, so that very little filler material was needed. The pits had been opened, and the hauling roads had been constructed on the previous contract for grading of this section which contributed to the low cost of the topping.

The contractor has brought in a portable screening plant for the production of mineral aggregate, and it is expected to produce about 100 cu. yds. per hour.

About eleven miles of the contract have been prime coated. Of the 5 carloads used, one was shipped in from Portland and the other 4 from Montana, which were laid down at about $1.00 a ton cheaper than that from Portland.

The contract was bid a little low, but it should show a small profit at completion.

E. H. Clymer
Cost Analyst

By

Henry Jullum

RECEIVED
JUN 10 1937
FOR FILING

187-E

June 7, 1937.

Mr. G. S. Paxson:

Mr. Knappenberger called me in reference to the Burns-Buchanan Section Bridges, F. A. Project No. 137-E. He stated that he had tried to call you but found you were out of town. He wanted to know if it would be all right to ship the new specification cement to these jobs rather than cement made under the old specification. I told him that I thought we would prefer the new cement unless no reason why it could not be used if it passed the old specification as well as the new one.

I would like to talk to you about this.

C. B. McCullough

CBM:AP

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JUN 1 1937
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187-E

May 29th, 1937

Warren Northwest, Inc.
102nd Ave. & Warren Rd., Box 5072
Portland, Oregon

Dear Sirs:

It is reported that your schedule for road mixing in Central Oregon is depending upon the release of a crew which is at present at work at Lewiston, Idaho.

I seem to remember that your oiling last year was thrown very late into the fall on account of the delay in the crew and equipment arriving from another state, and that was largely instrumental in the late oiling you did at Reedsport. That oiling was a total failure primarily due to the lateness of the season when it was placed, and I cannot countenance a recurrence of that difficulty this summer.

You have 35 miles of road mix to be laid in the vicinity of Burns. Cutback roadmix is very difficult to lay during cold weather, and unless the season is unusual, it can be worked during short hours only between the 15th of August and September 1st.

I must insist, therefore, that you put your operations in this state on an independent basis and make arrangements to start the road mixing at Burns in the immediate future.

Very truly yours,

State Highway Engineer

R

Baldock

May 19, 1937

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JUN 11 1937
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187-E

NOTED
State Highway Engineer

Cost Analysis to May 10th, 1937
Central Oregon Highway, Burns-Buchanan Section
Contract 1928, Prefix 13-1007

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,767.20	All			$4,362.00
Trench Excavation	437.50	672.5 cu. yd.	0.65	1.00	672.50
Common "	27,548.81	246,589 cu. yd.	0.11	0.18	44,386.02
Solid Rock "	12,414.00	33,650 cu. yd.	0.37	0.18	6,057.00
Overhaul	1,545.00	154,500 yd. sta.	0.01	0.01	1,545.00
Truck Haul	2,196.00	12,200 yd. mi.	0.18	0.18	2,196.00
Finishing Roadbed & Slopes	1,200.00	8.0 Miles	150.00	175.00	1,400.00
18" Corr. Iron Pipe	1,427.40	732 lin. ft.	1.95	1.84	1,346.88
24" " " "	5,351.88	1,732 lin. ft.	3.09	2.85	4,936.20
36" " " "	2,021.88	348 lin. ft.	5.81	5.20	1,809.60
Gravel Topping	4,503.98	26,494 cu. yd.	0.17	0.16	4,239.04
Hauling Gravel Topping	6,298.50	66,300 yd. mi.	0.095	0.10	6,630.00
Salvaging & Reinstating Fence Posts	108.79	473 each	0.23	0.30	141.90
Moving Barbed Wire Fence	412.82	2,172.76 rods	0.19	0.20	434.55
" Woven " "	150.48	684 rods	0.22	0.30	205.20
New Gate Posts	147.90	87 each	1.70	2.05	178.35
" Fence "	3,358.96	7,634 each	0.44	0.47	3,587.98
" Barbed Wire	1,062.73	19,322.32 rods	0.055	0.08	1,545.78
" Woven "	149.10	392.36 rods	0.38	0.47	184.41
Bracing & Guying Posts	237.50	190 each	1.25	2.10	399.00
Steel Gates	51.20	5 each	10.24	12.55	62.75
Wire Gates	51.75	45 each	1.15	2.00	90.00
	$73,443.88				$86,410.16

Gross Revenue	$86,410.16
Total Cost	73,443.38
Net Profit	$12,966.78

Net Profit Equals 15% of Gross Revenue

Burns-Buchanan Section

Detail of Cost

Labor:

Supervision (M. L. O'Neil & Rob't O'Neil, 6 Mo. at $200 Each)	$2,400.00	
Labor	16,143.53	
State Industrial Accident Insurance	484.31	
Unemployment & Old Age Insurance	319.80	
		$19,347.64

Materials:

New gate posts	87 each at 1.36	118.32	
New fence posts	7634 each at 0.28	2,137.52	
New barbed wire	19,322.32 rods at 0.0275	531.36	
New woven wire	392.36 rods at 0.27	105.82	
Bracing posts	190 each at 0.51	96.90	
Steel gates	5 each at 7.54	37.70	
Wire gate poles	45 each at 0.30	13.50	
18" Corr. Iron Pipe	732 lin. ft. at 1.60	1,171.20	
18" " " " Bands	18 each at 2.37	42.66	
24" " " "	1732 lin. ft. at 2.52	4,364.64	
24" " " " "	36 each at 2.95	106.20	
36" " " "	348 lin. ft. at 4.95	1,722.60	
36" " " " "	8 each at 4.69	37.52	
			10,485.94

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	19,728.00	
Gas, Oil & Grease	6,297.24	
Small Tools, Repairs & Misc.	5,346.48	
Explosives	800.00	
Move In Expense	900.00	
Misc. Overhead Expense	726.73	
Bond	864.10	
		34,662.55

Warren Northwest Roads, Sub-Contract:

Gravel Topping	26,494 cu. yd. at 0.125	3,311.75	
Haul Gr. Topping	66,300 yd. mi. at 0.085	5,635.50	
			8,947.25
	Total Cost		$ 73,443.38

Burns-Buchanan Section

REMARKS:

This contract was bid Oct. 1st, 1936. Work was started Oct. 20th, and up to May 10th, 1937 was about 70% complete.

Most of the common excavation consisted of material inside borrow ditches and was moved with an elevating grader. The balance of the common was excavated with cats and LeTourneau scrapers. To date this grader has rough graded about 17.0 miles. The fine grading which is done with scrapers and blades is about 6.0 miles in the rear of the rough grading. The finishing of the side borrow ditches has been held up somewhat on account of water. If the fine grading and finishing is not speeded up the surfacing contract just recently awarded will be held up.

Out of the 50,000 cu. yds. originally classified as solid, only about 9,000 cu. yds. remain to be excavated. As the work for the last month has been concentrated on finishing operations very little progress has been made on the solid. The contractor was able to rip the largest portion and has blasted only about 8,000 cu. yds. All of the solid material excavated to date has been moved with scrapers and dozers and from present indications, there is no doubt but that the contractor will be able to move the remaining without the use of a shovel.

Warren Northwest Roads sub-contracted the loading of the topping at $0.125 and the hauling at $0.085 per cubic yard. O'Neil takes care of it on the road and constructs the hauling roads. At these prices the contractor should break about even on the topping.

The contract shows a fair profit at present, but will decrease due to the low price on solid excavation, of which about 9,000 cu. yds. remain.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. S. GLAISYER, SECRETARY

X

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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MAY 3 1937
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187-E

April 30th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Warren Northwest Inc. has asked permission to coordinate their operations as sub-contractors for W. L. O'Neil & Son and their own work as surfacing contractors on the Burns-Buchanan Section. They feel that it would be unduly expensive to place the entire topping called for under the O'Neil contract and then go back and place that called for under their contract. What they wish to do is finish the amount from one pit under the O'Neil contract and then place that required under their own contract before moving to the next pit.

This was discussed in the presence of Mr. Davis, and no one could see any objection to the procedure, so you may arrange the details with them if you do not find the procedure objectionable.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
MAY 1 1937
FOR FILING
187-E

April 29, 1937

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 1972 which was awarded to you on April 27, 1937, by the State Highway Commission covering 21.8 mi. surfacing and oiling on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
APR 26 1937
FOR FILING
187-E

April 22, 1937

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

In response to your communication of April 13, regarding laboratory reports covering pit-run gravel to be used on the Burns-Buchanan Section, Oregon Federal Aid Project 187-E, advise that regardless of the water-asphalt preferential tests, this is the only material we can find and use economically on this project.

I do not consider we are taking the slightest chance because of the arid country through which the line is located. Moreover, I am of the personal opinion that when the rock is thoroughly coated with asphalt by means of the road-mix treatment and sealed on the top, there is no danger of future disintegration.

I am of the opinion that many of these laboratory tests have not been correlated for a long enough time with the actual happenings in the field to allow them to greatly influence our costs. Of course, everything else being equal, we should use the material that this test would indicate preferable, but when there is no choice other than abandoning the project entirely or spending a material sum in transporting other materials, I believe it would be carrying the principle to an absurdity.

As you well know, I have always been of a research type of mind and believe we should correlate the experiments in the laboratory with the actual happenings in the field, to the end that we have the most scientific control possible.

You may rest assured that we will endeavor to place additional fines of such nature as to minimize the water preferential and swell characteristics; that we will build the job carefully and perform adequate maintenance subsequent to its construction.

I have requested that all tests bear the signature. That probably was left off inadvertently.

Very truly yours,

State Highway Engineer

[illegible]

cc McCullough
Smith
Probert
Finkbiner

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

April 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of laboratory reports Nos. 95573, 95574, 95575, and 95576, covering tests of pit-run gravel proposed for use on the Burns-Buchanan Section, Oregon Federal Aid Project 187-E. Your recommendation that the material "is suitable for use with additional fines" appears to be inconsistent with the adverse result of the water-asphalt preferential tests on all four of the samples and the questionable swell test results on some. We consider your recommendation unacceptable without the qualifying requirement that the additional fines be of such nature as to improve the water-asphalt preferential and swell characteristics.

It is noted that these test reports do not carry the signature of the person making the recommendation. We request that all future reports submitted to us bear a signature.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

April 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of laboratory reports Nos. 95573, 95574, 95575, and 95576, covering tests of pit-run gravel proposed for use on the Burns-Buchanan Section, Oregon Federal Aid Project 187-E. Your recommendation that the material "is suitable for use with additional fines" appears to be inconsistent with the adverse result of the water-asphalt preferential tests on all four of the samples and the questionable swell test results on some. We consider your recommendation unacceptable without the qualifying requirement that the additional fines be of such nature as to improve the water-asphalt preferential and swell characteristics.

It is noted that these test reports do not carry the signature of the person making the recommendation. We request that all future reports submitted to us bear a signature.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]

[illegible]

RECEIVED
JUL 29 1937
FOR FILING
187-E

April 7, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for surfacing and oiling of the Burns-Buchanan Section, F. A. Project No. 187-E.

Five bid proposals and five blueprint copies of plan sheet number 2 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 187-E

BURNS-BUCHANAN SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 4,362.00
450	cu. yds.	Trench Excavation	$1.00	450.00
285,000	cu. yds.	Common Excavation	0.18	51,300.00
49,000	cu. yds.	Solid Rock Excavation	0.18	8,820.00
230,000	yd. stas.	Overhaul	0.01	2,300.00
18,000	yd. mi.	Truck Haul	0.18	3,240.00
21.81	miles	Finishing Roadbed and Slopes	175.00	3,816.75
15,000	lin. ft.	Rounding Outbanks	0.06	900.00
500	lin. ft.	18" Corrugated Iron Pipe	1.84	920.00
1,900	lin. ft.	24" Corrugated Iron Pipe	2.85	5,415.00
1,100	lin. ft.	36" Corrugated Iron Pipe	5.20	5,720.00
46,000	cu. yds.	Gravel Topping	0.16	7,360.00
115,000	yd. mi.	Hauling Gravel Topping	0.10	11,500.00
			Subtotal	$106,103
			10% Engr. & Cont.	10,610
			Total	$116,713

(A)

BRIDGES

Silvies Slough Bridge (Contract No 1926)

550	lin. ft.	Treated Piling	$1.00	$ 550.00
12	M-FBM	Treated Lumber	120.00	1,440.00
38	cu. yds.	Class "D" Concrete	29.00	1,102.00
8,400	lbs.	Metal Reinforcement	0.06	504.00
126	lin. ft.	Concrete Handrail	5.00	630.00
				$ 4,226.00

(B)

Poison Creek Bridge (Contract No 1926)

400	lin. ft.	Treated Piling	$1.00	$ 400.00
9	M-FBM	" Lumber	120.00	1,080.00
28	cu. yds.	Class "D" Concrete	29.00	812.00

(13)

6,000	lbs.	Metal Reinforcement	$0.06	$ 360.00
96	lin. ft.	Concrete Handrail	5.00	480.00
				$ 3,132.00

Subtotal	$ 7,358
10% Engr. & Cont.	735
Total	$ 8,093

Length of Roadwork	~~21,814 miles~~ 21,682 mi.
" " 2 Bridges	.019 mile
Total Length	~~21,833 miles~~ 21,701 mi
Cost per mile, Roadwork	~~$5,345~~ $11,813

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$116,713	$71,194 (61%)	$45,519
Bridges	8,093	4,936 (61%)	3,157
	$124,806	$76,130	$48,676

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920

State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department   Federal Aid Project No. 137-B

BURNS-BUCHANAN SECTION OF THE

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany Surfacing and oiling specifications. Not as basis for modified agreement.)

Salem, Oregon, April 7, 1937

Grading (Contract No. 1926)

All Required		Clearing and Grubbing		$ 4,362.00
450	cu. yds.	Trench Excavation	$ 1.00	450.00
285,000	cu. yds.	Common Excavation	0.18	51,300.00
49,000	cu. yds.	Solid Rock Excavation	0.18	8,820.00
230,000	yd. stas.	Overhaul	0.01	2,300.00
18,000	yd. mi.	Truck Haul	0.18	3,240.00
21.81	miles	Finishing Roadbed and Slopes	175.00	3,816.75
15,000	lin. ft.	Rounding Cutbanks	0.06	900.00
500	lin. ft.	18" Corrugated Iron Pipe	1.84	920.00
1,900	lin. ft.	24" Corrugated Iron Pipe	2.85	5,415.00
1,100	lin. ft.	36" Corrugated Iron Pipe	5.20	5,720.00
46,000	cu. yds.	Gravel Topping	0.16	7,360.00
115,000	yd. mi.	Hauling Gravel Topping	0.10	11,500.00
				$ 106,103

Surfacing and Oiling

50,000	cu. yds.	Gravel Topping	$ 0.30	$ 15,000.00
105,000	yd. mi.	Hauling Gravel Topping	0.12	12,600.00
6,300	cu. yds.	Gravel Shoulders	0.40	2,520.00
14,700	yd. mi.	Hauling Shoulder Material	0.12	1,764.00
3,000	cu. yds.	Filler	0.40	1,200.00
5,000	yd. mi.	Hauling Filler	0.15	750.00
1,500	M-Gal.	Sprinkling	2.00	3,000.00
21.81	miles	Preparation of Base	100.00	2,181.00
26,600	cu. yds.	Mineral Aggregate	0.50	13,300.00
62,000	yd. mi.	Hauling Mineral Aggregate	0.12	7,440.00
21.81	miles	Mixing and Finishing	700.00	15,267.00
2,200	tons	Light Outback Asphalt in Place	30.00	66,000.00
				$ 141,022.00

Subtotal	$ 247,125
10% Engr. & Cont.	24,712
Total	$ 271,837

BRIDGES

Silvies Slough Bridge (Contract No. 1926)

550	lin. ft.	Treated Piling	$ 1.00	$ 550.00
12	M-FBM	Treated Lumber	120.00	1,440.00
38	cu. yds.	Class "D" Concrete	29.00	1,102.00
8,400	lbs.	Metal Reinforcement	0.06	504.00
126	lin. ft.	Concrete Handrail	5.00	630.00
				$ 4,226.00

Poison Creek Bridge (Contract No. 1926)

400	lin. ft.	Treated Piling	$ 1.00	$ 400.00
9	M-FBM	Treated Lumber	120.00	1,080.00
28	cu. yds.	Class "D" Concrete	29.00	812.00
6,000	lbs.	Metal Reinforcement	0.06	360.00
96	lin. ft.	Concrete Handrail	5.00	480.00
				$ 3,132.00

Subtotal	$ 7,358
10% Engr. & Cont.	735
Total	$ 8,093

Length of Roadwork	21.682 miles
" " 2 Bridges	.019 mile
Total Length	21.701 miles
Cost per mile, Roadwork	$ 12,902

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 271,837	$ 165,824	$ 106,013
Bridge	8,093	4,936	3,157
	$ 279,930	$ 170,760	$ 109,170

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.____________

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1937

RECEIVED
APR 13 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 187-E, the Burns-Buchanan section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937

April 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 167-E, the Burns-Buchanan section of the Central Oregon Highway, to the Warren Northwest, Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Baldock

RECEIVED
APR 12 1937
FOR FILING

187-E

March 31st, 1937

COST ANALYSIS TO MARCH 27TH, 1937

Central Oregon Highway, Burns-Buchanan Section
Contract 1926, Prefix 13-1007

NOTED
State Highway Engineer

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$2,440.47	87.1%			$3,799.30
Trench Excavation	437.50	672.5 cu. yd.	0.65	1.00	672.50
Common "	22,700.14	213,000 cu. yd.	0.107	0.18	38,340.00
Solid Rock "	11,215.00	35,000 cu. yd.	0.32	0.18	6,300.00
Overhaul	1,575.00	157,500 yd. sta.	0.01	0.01	1,575.00
Truck Haul	1,644.48	9,136 yd. mi.	0.18	0.18	1,644.48
18" Corr. Iron Pipe	1,427.40	732 lin. ft.	1.95	1.84	1,346.88
24" " " "	5,351.88	1,732 lin. ft.	3.09	2.85	4,936.20
36" " " "	2,021.88	348 lin. ft.	5.81	5.20	1,809.60
Salvaging & Reinstalling Fence Posts	90.39	393 each	0.23	0.30	117.90
Moving Barbed Wire Fence	366.45	1,928.7 Rods	0.19	0.20	385.74
" Woven " "	150.48	684 Rods	0.22	0.30	205.20
New Gate Posts	139.40	82 Each	1.70	2.05	168.10
" Fence "	2,381.72	5,413 Each	0.44	0.47	2,544.11
" Barbed Wire	612.99	11,145.3 Rods	0.055	0.08	891.62
" Woven "	135.28	356 Rods	0.38	0.47	167.32
Bracing & Guying Posts	200.00	160 Each	1.25	2.10	336.00
Steel Gates	30.72	3 Each	10.24	12.55	37.65
Wire Gates	40.25	35 Each	1.15	2.00	70.00
	$ 52,961.43				$ 65,347.60

Gross Revenue	$65,347.60
Total Cost	52,961.43
Net Profit	$12,386.17

Net Profit Equals 19% of Gross Earned

Burns-Buchanan Section

Detail of Cost

Labor:

Supervision (M. L. & Rob't O'Neil, 5 mos. at $200 Ea.)		$2,000.00	
Labor		12,198.50	
State Industrial Accident Insurance		365.96	
State Unemployment Insurance		168.70	
Old Age Insurance		56.72	
			$14,789.88

Materials:

New Gate Posts	82 each at $1.36	111.52	
New Fence Posts	5413 each at 0.28	1,515.64	
New Barbed Wire	11,145.3 rods at 0.0275	306.50	
New Woven Wire	356 rods at 0.2697	96.01	
Bracing Posts	160 each at 0.51	81.60	
Steel Gates	3 each at 7.54	22.62	
Wire Gate Poles	35 each at 0.30	10.50	
18" Corr. Iron Pipe	732 lin. ft. at 1.60	1,171.20	
18" " " " Bands	18 each at 2.37	42.66	
24" " " "	1,732 lin. ft. at 2.52	4,364.64	
24" " " " "	36 each at 2.95	106.20	
36" " " "	348 lin. ft. at 4.95	1,722.60	
36" " " " "	8 each at 4.69	37.52	
			9,589.21

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	15,876.00	
Gas, Oil & Grease	5,092.76	
Small Tools, Repairs & Misc.	4,994.83	
Explosives	525.00	
Move In Expense	850.00	
Misc. Overhead Expense	590.27	
Bond	653.48	
		28,582.34

COST GRAND TOTAL $ 52,961.43

Burns-Buchanan Section

REMARKS:

This project was bid October 1st, 1936. Work was started October 20th, and up to March 27th, 1937, was about 53% complete.

The clearing areas consist mainly of sagebrush. Hand labor is used to clear and grub at a cost of about $120.00 per mile.

Most of the common excavation consists of material in side borrow ditches, which was moved with an elevating grader. The balance of common was moved with cats and LeTourneau scrapers. The elevating grader has rough graded nearly 15½ miles, and about 2½ more miles can be handled by this equipment when the ground dries out. The fine grading which is done with scrapers and blades is about 1 3/4 miles in rear of the rough grading.

Out of the 50,000 cubic yards classified as solid, only 10,000 cu. yds. remain to be excavated. The contractor has been able to rip the largest portion and has blasted only about 7,000 cu. yds. For the last few weeks, the work has been concentrated at the east end of the project. A large pocket of common material was excavated below grade at the base of the large cut at Station 1115; the material being used to make the fill westward towards Buchanan. The pocket is being used to bury large blasted material encountered in the cut. The material in this cut was thought to be of very hard character, but the contractor has had very little trouble to date, being able to dig about 60% without shooting. All of the solid material excavated to date has been moved with scrapers and dosers and from present indications, there is no doubt but that the contractor will be able to move the remaining material without the use of a shovel. The weather has been far from ideal for the last three weeks, and consequently poor progress was made.

The contractor's bid of $0.16 on topping and $0.10 on haul was very low. He was very fortunate, however, in sub-letting the haul at $0.08½ and the topping (excluding handling on road) at $0.12½. As very little finishing of roadway has been completed, the topping work is not expected to start for about a week.

The contract shows a good rate of profit at present, but the rate of profit will decrease as the work continues due to the low price on solid excavation ($0.18 per cu. yd.) and the low price on topping.

E. H. Clymer
Cost Analyst

By. . Henry Jullum

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 29 1937
~~FOR~~ FILING

187-E

RECEIVED
MAR 29 1937
[illegible] COMMISSION

March 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith a copy of a subcontract for which approval has been requested by M. L. O'Neil and Son.

This subcontract covers placing of gravel topping on the Burns-Buchanan Ranch Section by the Warren Northwest Incorporated.

I recommend that approval be given to this subcontract. Kindly advise, in order that I may so notify the contractor and thus permit graveling work to get under way immediately.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 30 1937
FOR FILING

RECEIVED
MAR 24 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction engineer

Dear Sir:

I am submitting herewith special provisions, estimate of cost, typical sections and statement of source of material supplies for the Burns-Buchanan Ranch surfacing and oiling project. I am not submitting the sketch map, as sketch map may be taken from the Federal Aid plans of the Burns-Buchanan Ranch grading project, there being no change in the alignment or sources of materials.

Owing to our inability of locating a suitable quarry within economic haul distance, it appears advisable to use the cutback roadmix type of surfacing similar to that to be constructed between the Gap Ranch and the junction with the Yellowstone Cutoff west of Burns.

Samples of material from four gravel pits have been submitted to the laboratories and favorable tests have been received for all of the pits with the exception of the gravel pit described as being ¼ mile southeast of Station 1070. The material from this pit showed an abrasion of 6.73, which, while not suitable for oil mat, it would appear to me that it would be satisfactory for a roadmix. However, I believe that slightly better grade of material can be selected for the mineral aggregate, so that the abrasion should not exceed 6 percent. I am having another sample submitted from selected deposits in this pit to see if a better test can not be secured.

I do not know as to when you will be able to put this project up for letting, so nothing is being indicated in the special provisions as to when the surfacing contractor

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE No.

Mr. H. O. Smith, Construction Engineer — Page #2
Subject: Special provisions, estimate of cost, etc., Burns-Buchanan Ranch Surfacing and oiling project. — 3-22-37

could begin work. At the present time it would appear that the grading and topping being done by contractor O'Neil will be completed some time during June, possibly by June 15. This, of course, is dependent upon weather. Topping work will be started about April 1st, if the weather will permit, and approximately two months time is required for such work. The completion of the grading will be in advance of the topping.

If the money is now available for letting a contract on this section, I would suggest that it would be done immediately, so that the gravel topping could be placed during the months of June and July and the oiling itself performed in August.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H Baldock

RECEIVED
MAR 19 1937
FOR FILING
187-E

Baldock

Cost Analysis to Feb. 20th, 1937

Central Oregon Highway, Burns-Buchanan Section
Contract 1928, Prefix 13-1007

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity		Unit Bid	Unit Cost	Gross Earned
Clearing & Grubbing	$2,330.88	85%				$3,620.46
Trench Excavation	347.70	534.9	cu. yd.	0.65	1.00	534.90
Common "	17,888.15	188,000	cu. yd.	0.095	0.18	33,840.00
Solid Rock Excavation	7,200.00	24,000	cu. yd.	0.30	0.18	4,320.00
Overhaul	1,265.00	126,500	yd. sta.	0.01	0.01	1,265.00
Truck Haul	1,080.00	6,000	yd. mi.	0.18	0.18	1,080.00
18" Corr. Iron Pipe	889.20	456	lin. ft.	1.95	1.84	839.04
24" " " "	4,044.00	1,308	lin. ft.	3.09	2.85	3,727.90
36" " " "	2,022.58	348	lin. ft.	5.81	5.20	1,809.60
Salvaging & Reinstalling Fence Posts	90.39	393	each	0.23	0.30	117.90
Moving Barbed Wire Fences	366.45	1,928.7	Rods	0.19	0.20	385.74
Moving Woven Wire Fences	150.48	684	Rods	0.22	0.30	205.20
New Gate Posts	139.40	82	each	1.70	2.05	168.10
New Fence Posts	2,381.72	5,413	each	0.44	0.47	2,544.11
New Barbed Wire	612.99	11,145.3	Rods	0.055	0.08	891.62
New Woven Wire	135.28	356	"	0.38	0.47	167.32
Bracing & Guying Posts	200.00	160	each	1.25	2.10	336.00
Steel Gates	30.72	3	each	10.24	12.55	37.65
Wire Gates	40.25	35	each	1.15	2.00	70.00
	$ 41,215.19					$ 55,960.54

Gross Earned	$55,960.54
Total Cost	41,215.19
Net Profit	$14,745.35

Net Profit Equals 26% of Gross Earned

rns--Buchanan Section

Detail of Cost

Labor:			
Supervision (M. L. O'Neil & Rob't O'Neil 3½ mo. at $200 Ea.)		$1,400.00	
Labor		10,328.18	
State Industrial Accident Insurance		309.79	
State Unemployment Insurance		143.26	
			$ 12,181.23
Materials:			
New Woven Wire	356 Rods at 0.2697	96.01	
New Gate Posts	82 each at 1.36	111.52	
New Fence Posts	5,413 each at 0.28	1,515.64	
New Barbed Wire	11,145.3 Rods at 0.0275	306.50	
Bracing Posts	160 each at 0.51	81.60	
Steel Gates	3 each at 7.54	22.62	
Wire Gate Poles	35 each at 0.30	10.50	
18" Corr. Iron Pipe	456 lin. ft. at 1.60	729.60	
18" " " " Bands	20 each at 2.37	47.40	
24" " " "	1,308 lin. ft. at 2.52	3,296.16	
24" " " " "	54 each at 2.95	159.30	
36" " " "	348 lin. ft. at 4.95	1,722.60	
36" " " " "	12 each at 4.69	56.28	
			8,155.73
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		11,631.00	
Gas, Oil & Grease		4,419.31	
Small Tools, Repairs & Misc.		3,041.19	
Move In Expense		800.00	
Misc. Overhead Expense		451.68	
Bond		535.05	
			20,878.23
Cost Grand Total			$ 41,215.19

Burns-Buchanan Section

REMARKS:

This project was bid Oct. 1, 1936. Work was started Oct. 20, and up to Feb. 20, 1937, was about 45% complete.

The clearing areas consist mainly of sagebrush. Hand labor is used to clear and grub at a cost of about $120.00 per mile.

The common excavation consists nearly entirely of material in side borrow ditches. A caterpillar elevating grader with 48-inch belt is being used and is averaging 350 to 450 cu. yds. per hour. The grader makes a cut of about one foot in depth and one foot in width and is pulled by a 61 h.p. cat at a speed of 2 to 2½ miles per hour. The elevating conveyor of the grader is set so that the discharged material falls very nearly in place and requires very little side movement. For endwise movement drifting of material and fine grading of cut ditches and grade two or three tractors are used with 12 cu. yd. LeTourneau scrapers. During the last two months the elevating grader has been idle due to snow and partly to lack of cleared areas. The grader has rough graded nearly 15½ miles and about 2½ more miles can be handled by this equipment. The fine grading is about 1 3/4 miles in rear of the rough grading. Some difficulty may be experienced in finishing the ditches when the frozen ground thaws out and the snow melts.

15,000 cu. yds. of solid in the cut at the west end of the project was loosened with a LeTourneau rooter and excavated with scrapers. For the past few weeks the work has been concentrated at the east end of the project. The large cut encountered at Sta. 1115 has been opened up. A large pocket of common material was excavated below grade at the base of the large cut; the material being used to make the fill westward towards Buchanan. The pocket will be used to bury any large blasted material in the cut. The material in this cut was thought to be of very hard character, but the contractor has had very little trouble to date being able to dig about 60% without shooting. About 25,000 cu. yds. has been excavated, of which about 10,000 cu. yds. was solid. About 25,000 cu. yds. of solid remains to be excavated on the job, and from present indications the contractor will be able to move all of the material with dozers and scrapers.

The contract shows a very good rate of profit, but this should decrease at completion, as the contractor has an unbalanced bid on solid and common excavation, and a very low price on the gravel topping.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#192

RECEIVED
JAN 28 1937
FOR FILING
187-E

January 27, 1937

Mr. John H. Burnett
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Dear Sir:

Confirming my telephone conversation this morning with you, you are advised that the total amount earned by M. L. O'Neil & Son in connection with their contract No. 1926, Burns-Buchanan Section in Harney County is $50,375.27. The retained percentage is $7,556.29.

The contractors have been paid $27,374.02 to date.

The voucher covering warrant, estimate No. 3, for work performed to January 10, has been sent to the Secretary of State where a warrant will be drawn. We expect to mail this warrant to the contractor within the next two or three days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
JAN 30 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124

DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 187-E,
Burns-Buchanan Section
of the Central Oregon Hwy.

January 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Jeon

Hwy 30166

Form P. R. 2
State Oregon
Project No. FAP-187-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of December, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-six thousand, one hundred thirty and 00/100 dollars ($76,130.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3+54 in the N.E. ¼, Sec.5, T.23 S., R.31 E., W.M. at the intersection with the John Day-Burns Highway and ending at survey station 1147+37.2, in the N.E. ¼, Sec. 23, T.22 S., R.33 E., W. M.

, length 21.701 miles, in Harney County, being Section B of Oregon project No. 187, consisting of 21.682 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.019 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of seventy-six thousand, one hundred thirty and 00/100 dollars ($76,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-four thousand, eight hundred six and 00/100 dollars ($124,806.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41. Laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of January, 1937

Oregon State Highway Commission
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5510

~~[illegible]~~

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 187-E, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 124,806.00 as the total estimated cost of said project, and the sum of $ 76,130.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 9—1630

RECEIVED
FEB 9 1937
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187-E

Baldock

Jan. 25th, 1937

Cost Analysis to Jan. 16th, 1937

Central Oregon Highway, Burns-Buchanan Section
Contract 1926, Prefix 13-1007

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$2,330.88	83%			$ 3,620.46
Common Excavation	16,051.31	175,481 cu. yds.	0.091	0.18	31,586.58
Solid Rock Excavation	2,636.96	12,000 cu. yds.	0.22	0.18	2,160.00
Overhaul	695.00	69,500 yd. sta.	0.01	0.01	695.00
Truck Haul	400.00	4,000 yd. mi.	0.10	0.18	720.00
Salvaging & Reinstalling Fence Posts	90.39	393 each	0.23	0.30	117.90
Moving Barbed Wire Fences	366.45	1,928.7 rods	0.19	0.20	385.74
Moving Woven Wire Fences	150.48	684 rods	0.22	0.30	205.20
New Gate Posts	139.40	82 each	1.70	2.05	168.10
New Fence Posts	2,381.72	5,413 each	0.44	0.47	2,544.11
New Barbed Wire	612.99	11,145.3 rods	0.055	0.08	891.62
New Woven Wire	135.28	356 rods	0.38	0.47	167.32
Bracing & Guying Posts	200.00	160 each	1.25	2.10	336.00
Steel Gates	30.72	3 each	10.24	12.55	37.65
Wire Gates	40.25	35 each	1.15	2.00	70.00
	$ 26,261.83				$ 43,705.68

Gross Earned	$43,705.68
Total Cost	26,261.83
Net Profit	$17,443.85

Net Profit Equals 40% of Gross Earned

NOTE: This contract is bid unbalanced and while job shows a large profit at present, this will decrease when work on solid rock on east end is started.

NOTED
State Highway Engineer

Contract 1326, Prefix 13-1007

Labor:

Supervision (M.L. O'Neil & Rob't O'Neil 2½ Mos. at $200 ea.)		$1,000.00	
Labor		7,880.19	
State Industrial Accident Insurance		236.41	
State Unemployment Insurance		96.34	
			$ 9,212.94

Materials:

New Gate Posts	82 each at 1.36	111.52	
New Fence Posts	5,413 each at 0.28	1,515.64	
New Barbed Wire	11,145.3 rods at 0.0275	306.50	
New Woven Wire	356 rods at 0.2697	96.01	
Bracing Posts	160 each at 0.51	81.60	
Steel Gates	3 each at 7.54	22.62	
Wire Gate Posts	35 each at 0.30	10.50	
			2,144.39

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	9,095.00	
Gas, Oil & Grease	2,605.94	
Small Tools, Repairs & Misc. Supplies	1,8[illegible].55	
Move In Expense	700.00	
Misc. Overhead Expense	223.95	
Bond	437.06	
		14,904.50

Cost Grand Total $ 26,261.83

Burns-Buchanan Section

REMARKS:

This project was bid Oct. 1, 1936. Work was started Oct. 20th, and up to Jan. 16th, 1937, was about 35% complete.

The clearing areas consist mainly of sagebrush. Hand labor is used to clear and grub at a cost of about $120.00 per mile.

The common excavation consists nearly entirely of material in side borrow ditches. A caterpillar elevating grader with 48-inch belt is being used and is averaging 350 to 450 cu. yds. per hour. The grader makes a cut of about one foot in depth and one foot in width and is pulled by a 61 H.P. cat at a speed of 2 to 2½ miles per hour. The elevating conveyor of the grader is set so that the discharged material falls very nearly in place and requires very little side movement. For endwise movement or "drifting of material" and fine grading of cut ditches and grade two or three tractors are used with 12 cu. yd. LeTourneau scrapers or with pull blades. During the last few weeks the elevating grader has remained idle a great part of the time due to the inability of the clearing crews to clear fast enough. The last few weeks have been very cold, freezing the ground more than a foot in depth. It was thought that frost to this depth would make the grader useless, but this proved not so, as it was able to dig this frozen material fairly well. The grader has rough graded nearly 15½ miles, and about 2½ more miles of the remaining five, can be handled by this equipment. The fine grading is about 1 3/4 miles in rear of the rough grading. Some difficulty may be experienced in finishing the ditches when the frozen ground thaws out and the snow melts.

12,000 cu. yds. of solid in the cut at the west end of the project was loosened with a LeTourneau rooter and excavated with scrapers. There is prospect of doing likewise with the 6,000 cu. yds. remaining on this end. No work, however, has been done on the 30,000 cu. yds of material classified as solid rock at the Buchanan end of the contract, and if past experience is any indication of what to expect, it will cost the contractor from $0.45 to $0.60 a cu. yd. to move this material. The contractor has shown that he has no respect for orthodox methods and may try the use of bulldosers to move the shot rock for a distance averaging 1600 feet.

The contract shows a very good profit at present as the contract was bid out of balance. The profit would be about $11,000.00 if the bid prices were changed to $0.53 for solid and $0.12 for common, which are about the prices the contractor would have if the bid was balanced.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

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X

OREGON STATE HIGHWAY COMMISSION

SALEM

December 18th, 1936

In Reply Please
Refer to File No.

187 E

Mr. W. G. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I have discussed the matter of increasing contractor O'Neil's yardage of gravel topping with Mr. Baldock, and he does not think it expedient and recommends that the additional topping be let with the surfacing contract. It may be, however, that there will be considerably underrun under the grading contract, and I would recommend that the Resident Engineer keep a close check on the yardage moved, so that we can again discuss this matter with the job is farther along.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

REFERRED TO
Mr. Smith
By State Highway Engineer

See me about this

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
ICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 14, 1936

RECEIVED
DEC 15 1936
OREGON

IN REPLY PLEASE
REFER TO FILE NO.

DEC 16 1936

dock
Engineer
Highway Commission

H. G. Smith, Construction Engineer

NOTED
H. G. SMITH

ber that we discussed verbally advisability
gravel topping quantities on the Burns-
Section by some 40,000 cubic yards. In
tract we call for only approximately half
of the topping needed, as it appeared before the bids
were opened that this would be all that could be placed
under the allocated money.

Contractor O'Neil has a bid price on gravel of 16¢, a 10¢ haul, which is a very cheap price. He is willing, however, to increase the amount of gravel topping by some 40,000 cubic yards to be placed at that price, providing he is permitted to sub-let it as he has the balance of his gravel material. If this were done, however, the total amount of his subcontracting would run some 10% over the 20% which is the limit as set in the contract. Do you know of any way in which that 20% limitation can be off-set and whether or not approval can be secured for the placing of an additional 40,000 cubic yards at a total cost of $16,000?

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 15 1936
OREGON
STATE HIGHWAY COMM.

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
DEC 16 1936

December 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
H. G. SMITH

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

You will remember that we discussed verbally advisability of increasing gravel topping quantities on the Burns-Buchanan Ranch Section by some 40,000 cubic yards. In the grading contract we call for only approximately half of the topping needed, as it appeared before the bids were opened that this would be all that could be placed under the allocated money.

Contractor O'Neil has a bid price on gravel of 16¢, a 10¢ haul, which is a very cheap price. He is willing, however, to increase the amount of gravel topping by some 40,000 cubic yards to be placed at that price, providing he is permitted to sub-let it as he has the balance of his gravel material. If this were done, however, the total amount of his subcontracting would run some 10% over the 20% which is the limit as set in the contract. Do you know of any way in which that 20% limitation can be offset and whether or not approval can be secured for the placing of an additional 40,000 cubic yards at a total cost of $16,000?

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

Baldock

187E

Baldock

Dec. 16, 1936

x

RECEIVED
DEC 21 1936
FOR FILING

Cost Analysis to Dec. 10th, 1936
Central Oregon Highway, Burns-Buchanan Section
Contract 1928 - Prefix 13-1007

M. L. O'Neil & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$1,430.00	57.5%			$2,508.15
Common Excavation	9,145.73	106,727 cu. yds.	0.086	0.18	19,210.86
Overhaul	295.00	29,500 yd. sta.	0.01	0.01	295.00
Truck Haul	400.00	4,000 yd. mi.	0.10	0.18	720.00
Salvaging & Reinstalling Fence Posts	68.88	328 each	0.21	0.30	98.40
Moving Barbed Wire Fences	232.20	1,290 rods	0.18	0.20	258.00
Moving Woven Wire Fences	150.48	684 rods	0.22	0.30	205.20
New Gate Posts	139.40	82 each	1.70	2.05	168.10
New Fence Posts	1,696.38	4,039 each	0.42	0.47	1,898.33
New Barbed Wire	386.80	7,936 rods	0.05	0.08	634.88
New Woven Wire	135.28	356 rods	0.38	0.47	167.32
Bracing & Guying Posts	146.25	125 each	1.17	2.10	262.50
Steel Gates	30.72	3 each	10.24	12.55	37.65
Wire Gates	23.10	23 each	1.10	2.00	46.00
	$14,280.22				$26,510.39

Gross Earned	$26,510.39
Total Cost	14,280.22
Net Profit	$12,230.17

Net Profit Equals 46% of Gross Earned

NOTE: This contract is bid unbalanced and while job shows a large profit at present, this will decrease when work on the solid excavation is started.

NOTED
State Highway Engineer

Contract 1926, Prefix 13-1007

Details of Cost

Labor:

Supervision (M.L. & Rob't O'Neil 1½ mos. at $200 ea.)	$ 600.00	
Labor	4,136.80	
State Industrial Accident Insurance	165.47	
State Unemployment Insurance	41.37	$ 4,943.64

Materials:

Gate Posts	82 each at 1.36	111.52	
Fence Posts	4039 each at 0.28	1,130.92	
Bracing Posts	125 each at 0.51	64.00	
Wire Gate Posts	23 each at 0.30	6.90	
Barbed Wire	7936 rods at 0.0275	218.24	
Woven Wire	356 rods at 0.2697	96.01	
Steel Gates	3 each at 7.54	22.62	1,650.21

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	4,670.00	
Gas, Oil & Grease	1,540.14	
Freight Moving In	478.53	
Small Tools, Miscel. Supplies & Repairs	544.25	
Miscellaneous Overhead Expense	188.35	
Bond	265.10	7,686.37
Total Cost		$ 14,280.22

Burns-Buchanan Section

REMARKS:

This project was bid Oct. 1, 1936. Work was started Oct. 20th, and up to Dec. 10th, was about 20% complete.

The clearing areas consist mainly of sage brush. Hand labor is used to clear and grub at a cost of about $110.00 a mile.

The common excavation consists nearly entirely of material in side borrow ditches. A caterpillar elevating grader with 48-inch belt is being used and is averaging 350 to 450 cu. yds. per hour. The grader makes cut of about one foot in depth and one foot in width and is pulled by a 61 h.p. cat at a speed of 2 to 2½ miles per hour. The elevating conveyor of the grader is set so that the discharged material falls very nearly in place, and requires very little side movement. For endwise movement or "drifting" of material and finishing of cut ditches and grade two or three tractors are used with 12 yd. LeTourneau scrapers or with pull blades. At present the elevating grader is quite a distance ahead of the drifting and finishing work. If it should rain or snow in the near future, the contractor would be helpless in finishing the deep borrow ditches and also the consequent freezing of the ground would make the elevating grader useless. With good weather the grader should complete the excavation January 20th, but at the present rate of progress the drifting and finishing will take considerable more time.

No work has been done on the solid rock excavation. If past experience with solid rock in this section is any indication what to expect, it will cost the contractor from 0.45 to 0.60 a cu. yd. to move the rock.

The contract shows a very good profit at present as the contract was bid out of balance. The profit would be only about $5,800 if the bid prices were changed to 0.53 for solid and 0.12 for common, which is about the prices the contractor would have if the bid was balanced.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM 9-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN YOUR REPLY PLEASE REFER TO FILE NO. 1894-E

December 14th, 1936

Mr. L. R. Chandler
Resident Engineer
State Highway Dept.
Burns, Oregon

Dear Sir:

The entire right of way has been acquired on the Burns-Buchanan Section, and you are, therefore, at liberty to proceed with the grading throughout the entire section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock ✓
W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
PORTLAND, OREGON

Oregon 187-E
Burns-Buchanan Section

December 9, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer

Dear Mr.

Enclosed is an approved estimate, upon which the agreement was based, specifications.

Very truly yours,

District Engineer

By L. L. Fairfield

RECEIVED
DEC 12 1936

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 187-E
Burns-Buchanan Section

December 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Lon

FORM 5-AJ 5M 7-30

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

DEC 13 1936
FOR FILING

187 E

December 4th, 1936

In reply please refer to File No.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

We have just received one executed copy of the sub-contract between H. L. O'Neil & Son and C. N. Pierce & Co. for furnishing labor, materials and equipment for the construction of two pile trestles on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

This sub-contract meets with the approval of this office, and if it meets with your approval, will you please so advise the parties interested.

For your information we are attaching copy of the said sub-contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lew
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
DEC 4 1936
FOR FILING

187-E

December 3, 1936

M. L. O'Neil & Son
R. F. D. # 1
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1926 awarded to you on October 10, 1936, for grading on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

RECEIVED
NOV 23 1936
FOR FILING
187-E

November 21, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Attention: John H. Barnett.

Gentlemen:

Receipt is acknowledged of your letter of November 20th enclosing four copies of a form of assignment of M. L. O'Neil & Son, in which all monies due in connection with their Contract No. 1926, Burns-Buchanan Section, is assigned to Robert J. O'Neil.

We note that you consent to the above assignment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

cc to M. L. O'Neil & Son, Burns.
cc to Carl F. Smith, Auditor.

RECEIVED
NOV 19 1936
FOR FILING
187-E

November 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Burns-Buchanan Section, F. A. Project No. 187-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 157-B

BURNS-BUCHANAN SECTION OF THE

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, November 18, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 4,362.00
450	cu. yds.	Trench Excavation	$1.00	450.00
285,000	cu. yds.	Common Excavation	0.18	51,300.00
49,000	cu. yds.	Solid Rock Excavation	0.18	8,820.00
230,000	yd. stas.	Overhaul	0.01	2,300.00
18,000	yd. mi.	Truck Haul	0.18	3,240.00
21.81	miles	Finishing Roadbed and Slopes	175.00	3,816.75
18,000	lin. ft.	Rounding Cutbanks	0.05	900.00
500	lin. ft.	18" Corrugated Iron Pipe	1.84	920.00
1,900	lin. ft.	24" Corrugated Iron Pipe	2.85	5,415.00
1,100	lin. ft.	36" Corrugated Iron Pipe	5.20	5,720.00
46,000	cu. yds.	Gravel Topping	0.16	7,360.00
115,000	yd. mi.	Hauling Gravel Topping	0.10	11,500.00
			Subtotal	$105,103
			10% Engr. & Cont.	10,610
			Total	$116,713

BRIDGES

Silvies Slough Bridge

550	lin. ft.	Treated Piling	$1.00	$ 550.00
12	M-FBM	Treated Lumber	120.00	1,440.00
38	cu. yds.	Class "D" Concrete	29.00	1,102.00
8,400	lbs.	Metal Reinforcement	0.06	504.00
126	lin. ft.	Concrete Handrail	5.00	630.00
				$ 4,226.00

Poison Creek Bridge

400	lin. ft.	Treated Piling	$1.00	$ 400.00
9	M-FBM	" Lumber	120.00	1,080.00
28	cu. yds.	Class "D" Concrete	29.00	812.00

6,000	lbs.	Metal Reinforcement	$0.06	$ 360.00
96	lin. ft.	Concrete Handrail	5.00	480.00
				$ 3,132.00

Subtotal	$ 7,358
10% Engr. & Cont.	735
Total	$ 8,093

Length of Roadwork	21.814 miles
" " 2 Bridges	.019 mile
Total Length	21.833 miles
Cost per mile, Roadwork	$5,345

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$116,713	$71,194 (61%)	$45,519
Bridges	8,093	4,936 (61%)	3,157
	$124,806	$76,130	$48,676

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

#1926

RECEIVED
NOV 6 1936
FOR FILING

187-E

November 5, 1936

M. L. O'Neil & Son,
Burns, Oregon.

Dear Sirs:

In accordance with your request I am handing you herewith copies of a form of assignment, which provides for Mr. M. L. O'Neil to assign his interest in Contract No. 1926, for the grading of the Burns-Buchanan Section to Robert J. O'Neil.

These copies should be signed by all members of your partnership and returned to this office, together with a letter from your surety on the bond furnished in connection with the contract, consenting to the assignment. The assignment cannot be honored unless the surety consents thereto in writing.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Carl F. Smith.

RECEIV
NOV 4 193
OREGON
STATE HIGHWAY COM

Burns Oregon November 2 - 1936
Oregon State Highway Commission
Atention Mr Glaisyer

Dear Sir with reference to assignment of the Burns-Buchanan Section of Central Oregon Highway Contract what I am desirous of doing is to asign my interest to Robert J. O'Neil My partner in the same order as on the jobs in the past

and all Estimate checks to be sent direct to the bank at Junction City Ore the same as in the past jobs

Will you Please prepair proper blanks and send to me to sign and I will have the bonding Co. aprove and return to you

M.L. O'Neil & Son
by M.L. O'Neil
Burns Ore

Jim — [illegible] this up.
4065

October 21, 1936

H. L. O'Neil
R. F. D. #1
Eugene, Oregon

Dear Sir:

There has been handed to me by our auditor, C. F. Smith, four copies of our standard assignment claim form signed by yourself. I am told by Mr. Smith that you wish these forms used in connection with the assignment of moneys to you for constructing the Burns-Buchanan Section of the Central Oregon Highway, the contract for which was awarded to you by the State Highway Commission on October 10, you having submitted the low bid for such work on October 1.

We can not accept the assignment in its present form inasmuch as it has not been filled out and we have nothing in writing to indicate who is to be the assignee and what the assignment is to cover. Furthermore you have signed these blank forms as an individual whereas the above mentioned contract was awarded to H. L. O'Neil & Son. We also require that all assignments in connection with the State Highway Commission contracts be consented to by the surety on the bond furnished in connection with the particular job that it covers.

Awaiting instructions from you, I remain

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AB

cc - C. F. Smith

Jim— follow this up. #885

Oct, 21, 1936

H. B. G.

"Herewith four assignment forms signed by M. L. O'Neil. I did not see Mr. O'Neil as he came into the Auditing Dept. while Carl Smith was out and talked with Yeager. It seems that he wants to assign the contract which was recently awarded him for the Burns-Buchanan Section to his son Robt. J. O'Neil. Has so assigned all of his recent contracts. However, he has not returned the executed copies covering the above project. Yeager should have had him take this assignments to his surety and it also should have been filled out.

J. McFarland.

REFERRED TO Jm
BY SECRETARY

Read the [illegible] & hear from O'Neil

2,300 cu. yds. pit-run talus surfacing materials.

GILLIAM COUNTY: Arlington Rock Production Project on Columbia River and John Day Highways. State Project. Furnishing of 6,000 cu. yds. crushed rock in stock pile. This project may be bid in combination with Castle Rock-Umatilla County Line Project in Morrow County.

GRANT COUNTY: Stewart Bridge-Flat Creek Section of John Day Highway. Federal Aid Project No. 92-C. 3.29 miles regrading, surfacing and oil mat surface treatment, and furnishing of 1,000 cu. yds. crushed gravel in stock pile. Requires 81,000 cu. yds. excavation; 14,000 cu. yds. gravel topping; 4,300 cu. yds. crushed gravel; and 38,700 sq. yds. oil mat surface treatment.

1930
12-1108
[illegible]

1936

HARNEY COUNTY: Burns-Buchanan Section of Central Oregon Highway. Federal Aid Project No. 187-E. 21.8 miles of grading and construction of two standard pile trestle bridges. Requires approximately 334,000 cu. yds. excavation; 46,000 cu. yds. gravel topping; 950 lin. ft. treated piling; 21 M-FBM treated lumber; and 66 cu. yds. Class "D" concrete.

LANE COUNTY: Junction City-Siuslaw Junction and Arvard-Eugene Sections of Junction City-Eugene Secondary Highway. Federal Aid Projects Nos. 262-A and 262-B. 3.88 miles paving. Requires 1,500 lin. ft. concrete curb and gutter; 650 sq. yds. concrete sidewalks; 2,500 cu. yds. gravel base; 5,300 cu. yds. crushed rock or crushed gravel; and 53,900 sq. yds. Portland cement concrete pavement.

LINN COUNTY: Construction of a bridge over Calapooya River on the Pacific Highway near Albany. Federal Aid Project No. 56-A. Requires approximately

OREGON STATE HIGHWAY COMMISSION

NOTICE TO CONTRACTORS

October 1, 1936

Sealed bids on the following projects will be received by the Oregon State Highway Commission in the Auditorium, third floor, Public Service Building, Portland, Oregon, at 9:00 o'clock a. m. on Thursday, October 1, 1936:

BAKER COUNTY: Haines-Baker Section of Old Oregon Trail. State Project. Furnishing of 6,000 cu. yds. crushed gravel in stock pile.

CLATSOP COUNTY: Quartz Creek Section of Wolf Creek Highway. Federal Aid Project No. 181-E. 0.59 mile grading. Requires 109,000 cu. yds. excavation.

CROOK COUNTY: Ochoco Dam-Mill Creek Section of Ochoco Highway. Federal Aid Project No. 175-B. 2.42 miles grading and surfacing. Requires 113,000 cu. yds. excavation; 8,500 cu. yds. pit-run gravel surfacing materials; and 2,300 cu. yds. pit-run talus surfacing materials.

GILLIAM COUNTY: Arlington Rock Production Project on Columbia River and John Day Highways. State Project. Furnishing of 6,000 cu. yds. crushed rock in stock pile. This project may be bid in combination with Castle Rock-Umatilla County Line Project in Morrow County.

GRANT COUNTY: Stewart Bridge-Flat Creek Section of John Day Highway. Federal Aid Project No. 92-C. 3.29 miles regrading, surfacing and oil mat surface treatment, and furnishing of 1,000 cu. yds. crushed gravel in stock pile. Requires 81,000 cu. yds. excavation; 14,000 cu. yds. gravel topping; 4,800 cu. yds. crushed gravel; and 38,700 sq. yds. oil mat surface treatment.

1930
12-1108
[illegible]
1936

HARNEY COUNTY: Burns-Buchanan Section of Central Oregon Highway. Federal Aid Project No. 187-E. 21.8 miles of grading and construction of two standard pile trestle bridges. Requires approximately 334,000 cu. yds. excavation; 46,000 cu. yds. gravel topping; 950 lin. ft. treated piling; 21 M-FBM treated lumber; and 66 cu. yds. Class "D" concrete.

LANE COUNTY: Junction City-Siuslaw Junction and Arvard-Eugene Sections of Junction City-Eugene Secondary Highway. Federal Aid Projects Nos. 262-A and 262-B. 3.88 miles paving. Requires 1,500 lin. ft. concrete curb and gutter; 650 sq. yds. concrete sidewalks; 2,500 cu. yds. gravel base; 5,300 cu. yds. crushed rock or crushed gravel; and 53,900 sq. yds. Portland cement concrete pavement.

LINN COUNTY: Construction of a bridge over Calapooya River on the Pacific Highway near Albany. Federal Aid Project No. 56-A. Requires approximately

50 cu. yds. excavation; 440 lin. ft. foundation piling; 1,500 lin. ft. treated trestle piling; 28 M-FBM treated lumber; 355 cu. yds. concrete; 56,000 lbs. metal reinforcement; 112,000 lbs. structural steel; removal of bridge and maintenance of traffic.

MARION COUNTY: Pringle Creek-Illahe School Section of Pacific Highway. Federal Aid Project No. 176-C. 1.2 miles grading and 5.45 miles paving. Requires approximately 61,000 cu. yds. excavation; 41,500 cu. yds. rock subbase; 10,000 cu. yds. crushed rock or crushed gravel; 70,500 sq. yds. Portland cement concrete pavement; and 7,000 sq. yds. oil mat surface treatment.

MORROW COUNTY: Castle Rock-Umatilla County Line Section of Columbia River Highway. State Project. Furnishing of 6,000 cu. yds. crushed gravel in stock pile. This project may be bid in combination with Arlington Rock Production Project in Gilliam County.

SHERMAN AND WASCO COUNTIES: Wilcox-Shaniko Section of Sherman Highway. Federal Aid Projects Nos. 91 and 103. 6.17 miles of crushed rock base, 7.0 miles oil mat surface treatment, and furnishing 3,000 cu. yds. crushed rock in stock pile. Requires 30,800 cu. yds. crushed rock and 82,000 sq. yds. oil mat surface treatment.

WALLOWA COUNTY: Rock Creek-Wallowa Section of Wallowa Lake Highway. Federal Aid Project No. 40-D. 4.28 miles regrading, surfacing and oil mat surface treatment. Requires 23,000 cu. yds. excavation; 21,500 cu. yds. borrow excavation; 22,000 cu. yds. gravel topping; 4,000 cu. yds. crushed gravel; and 50,000 sq. yds. oil mat surface treatment.

WALLOWA COUNTY: Shelton Ranch-Flora Junction Section of Lewiston-Enterprise Highway. State Project. 6.14 miles grading. Requires 116,000 cu. yds. excavation.

WALLOWA COUNTY: Construction of bridges over Rock Creek and Wallowa River on the Wallowa Lake Highway near Wallowa. Federal Aid Project No. 40-D. Requires approximately 500 cu. yds. excavation; 670 cu. yds. concrete; 135,000 lbs. metal reinforcement; 800 lin. ft. treated piling; 18 M-FBM treated lumber; 630 lin. ft. concrete handrail; removal of bridge and maintenance of traffic.

Labor employed on all projects shall be obtained from lists prepared by agencies designated by the United States Employment Service.

The minimum wage paid to all labor employed on all projects shall be as follows: Skilled Labor, $1.20 per hour; Intermediate Labor, $0.75 per hour; Unskilled Labor, $0.50 per hour.

Labor employed on all projects shall not be permitted to work more than eight (8) hours in any one day. Labor employed on all state projects shall not be permitted to work more than forty-eight (48) hours in any one week. Labor employed on the Quartz Creek project shall not be permitted to work more than forty-four (44) hours in any one week. Labor employed on the remaining projects shall not be permitted to work more than forty (40) hours in any one week.

Prequalification of bidders will be required on all projects. Proposal forms will be issued to only such bidders as have conformed with the prequalification requirements prescribed by Chapter 225, Laws of Oregon, 1931, at least five days before the bids are to be opened.

Proposal blanks and full information for bidders may be obtained at the office of the State Highway Commission, Room 322, State Office Building, Salem, Oregon. Plans, specifications and form of contract may be inspected at the same place or may be obtained upon the deposit of $5.00 for each set.

A complete set of plans and specifications may be inspected at the office of the Associated General Contractors, in Portland, Oregon, and Spokane, Washington.

The right is reserved to reject any or all proposals or to accept the proposal deemed best for the State of Oregon.

Contractors should note that bids are to be received in the Auditorium on the Third Floor of the Public Service Building, 6th and Salmon Street, Portland.

OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner

R. H. BALDOCK
State Highway Engineer

ATTEST: H. B. Glaisyer, Secretary
September 16, 1936

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

18 [illegible]

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
APR 26 1937
FOR FILING

Salem Oregon October 10 1936

H L ONEIL & SON
R F D No. 1
EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING AND BRIDGE CONSTRUCTION ON BURNS BUCHANAN SECTION OF CENTRAL OREGON HIGHWAY IN HARNEY COUNTY BASED ON YOUR BID SUBMITTED OCTOBER FIRST STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER

File

cc - S. M. Probert

So confirmed

M

October 10, 1936

H. L. O'Neil & Son,
R. F. D. No. 1
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, advise that the State Highway Commission today awarded you the contract covering the 21.8 miles of grading and construction of two standard pile trestle bridges on the Burns-Buchanan Section of the Central Oregon Highway, in Harney County. This award was based on your bid submitted on October 1 in the amount of $124,703.85.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

Secretary

HBG:MC

cc - S. H. Probert

Sit confirmed

M

RECEIVED
NOV 19 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 187-E

October 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 187-E, the Burns-Buchanan section of the Central Oregon Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FORM 3-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

187-E

October 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Building

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission on October 4 considered a letter in regard to the payment of royalties demanded by the State Land Board for materials taken from land under the control of that Board, particularly in regard to some gravel sites on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

The Commission ordered that an investigation be made to determine whether or not another site is available and if a site can be found, the use of which will not increase the price of the project too much, then that is to be used. Reconsideration of the matter is to be given after the general election in November. In the meantime you are authorized to award the contract for this project to the low bidder on the basis that he will not need a gravel site for the next three months and will not submit a claim for delays by reason of the site not being made available to him prior to the expiration of the three months' period.

Very truly yours,

H. B. Glaisyer

H. B. Glaisyer
Secretary

HBG:AM
cc - Mr. Devers

187-2

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM ORE SEPT 30 1936

W C LUCKEY

ROADMASTER BURNS ORE

FENCE WILL BE BUILT AT STATE EXPENSE

R H BALDOCK

File

187-2

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(00)

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRL5728 DL XC=BURNS ORG 30 1138A 1936 SEP 30 PM 12 02

BALDOCK STATE HIGHWAY ENGINEER=

DOES THE STATE HIGHWAY COMMISSION INTEND TO CONSTRUCT THE FENCE ON THE RIGHT OF WAY ON OREGON CENTRAL HIGHWAY FROM BURNS TO BUCHANAN WITHOUT COST TO HARNEY COUNTY=

W C LUCKEY ROAD MASTER.

REFERRED TO

[illegible]

by State Highway Engineer

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

187-E

September 29, 1936

Mr. W. C. Williams
Division Highway Engineer
La Grande, Oregon

Dear Sir:

In accordance with your request of September 26, we have assigned prefix 13-1007 to the grading and topping of the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/GS

cc Mr. L. R. Chandler

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 28 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

September 26, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

Please furnish construction prefix to be assigned to the Burns-Buchanan Grading and Gravel Topping project, Central Oregon Highway in Harney County. Mr. Chandler has done survey work during this month, such as staking of right of way, etc., and prefix is required for this month's payroll.

13-1007

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc L. R. Chandler.

Survey Auth. $500
Aug 31 - 542.94
1.25
7.57
551.76

FORM 0-H-1 500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

187-E

IN REPLY PLEASE REFER TO FILE NO.

September 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

Herewith my estimate of cost for construction of right of way fence on the Burns-Buchanan Section, Central Oregon Highway in Harney County.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
NOV 19 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

SEP 16 1936

IN YOUR REPLY PLEASE
REFER TO FILE No. 187-E

September 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 187-E, the Burns-Buchanan section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 19 1936
FOR FILING

187-E

September 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Burns-Buchanan Section, F. A. Project No. 187-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 137-E

BURNS-BUCHANAN SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 10, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 2,000.00
450	cu. yds.	Trench Excavation	$ 1.00	450.00
285,000	cu. yds.	Common Excavation	0.22	62,700.00
49,000	cu. yds.	Solid Rock Excavation	0.65	31,850.00
230,000	yd. sta.	Overhaul	0.015	3,450.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
21.81	miles	Finishing Roadbed and Slopes	200.00	4,362.00
15,000	lin. ft.	Rounding Cutbanks	0.08	1,200.00
500	lin. ft.	18" Corr. Iron Pipe	2.50	1,250.00
1,900	lin. ft.	24" Corr. Iron Pipe	3.50	6,650.00
1,100	lin. ft.	36" Corr. Iron Pipe	5.00	5,500.00
46,000	cu. yds.	Gravel Topping	0.30	13,800.00
115,000	yd. mi.	Hauling Gravel Topping	0.12	13,800.00
		Subtotal		$ 149,712.00
		10% Engr. & Cont.		14,971.20
		Total		$ 164,683.20

BRIDGES

Silvies Slough Bridge

550	lin. ft.	Treated Piling	$ 1.25	$ 687.50
12	M-FBM	Treated Lumber	110.00	1,320.00
38	cu. yds.	Class "D" Concrete	22.00	836.00
8,400	lbs.	Metal Reinforcement	0.06	504.00
126	lin. ft.	Concrete Handrail	4.50	567.00
				$ 3,914.50

Poison Creek Bridge

400	lin. ft.	Treated Piling	$ 1.25	$ 500.00
9	M-FBM	Treated Lumber	110.00	990.00
28	cu. yds.	Class "D" Concrete	22.00	616.00
6,000	lbs.	Metal Reinforcement	0.06	360.00
96	lin. ft.	Concrete Handrail	4.50	432.00
				$ 2,898.00

Subtotal	$ 6,812.50
10% Engr. & Cont.	681.25
Total	$ 7,493.75

Length of Roadwork	21.814 miles
" " 2 Bridges	.019 "
Total Length	21.833 "
Cost per mile, Roadwork	$ 7,549.42

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 164,683.20	$ 100,456.75 (61%)	$ 64,226.45
Bridges	7,493.75	4,571.18 (61%)	2,922.57
	$ 172,176.95	$ 105,027.93	$ 67,149.02

FORM S-M-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

187-E

Const
Projects
Central Ore-Hwy

July 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

A study of drainage conditions during the past spring runoff on the Burns-Buchanan Section of the Central Oregon Highway indicates that the drainage structures indicated on the location profile are not adequate to properly care for the spring runoff. I have, therefore, revised the drainage structures with the result that a very material increase is noted in the 36 inch size of culvert pipe. In fact, this size pipe has been increased from 320 lin.ft. to 1100 lin.ft. This has resulted in some decrease in the 18 inch and 24 inch sizes, but the cost of culvert pipe is now considerably greater than the cost originally estimated.

Owing to the many changes in size and length of pipes, you will please ignore the quantities noted on the profile for these pipes and in preparing federal aid plans for the project, you will please list the pipe and drainage excavation as per the tabulation I am enclosing.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA enc.
cc R. H. Baldock
S. H. Probert

FORM [illegible] 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Projects
Primary

July 27, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost, special provisions, summary, sketch map and typical sections for the Burns-Buchanan Ranch Section of the Central Oregon Highway in Harney County.

I wish to call your attention to a few clauses I have inserted in the special provisions which are some departure from our ordinary procedure:

Under the provisions for "Earthwork" I have stated that borrow is to be controlled excavation and made to grades and slopes determined by the engineer. In making of borrow on 5:1 slope, it is almost essential that the excavation be staked in order that the materials be properly balanced and at the same time leave a uniform grade and slope line. This will also require some drifting of materials, which fact should be called to the attention of the contractor, as I have done in the special provisions.

Under the specifications for "Gravel Topping" I noted in the provisions for stripping that where the depth of stripping exceeds 2 feet, the materials so stripped shall, if ordered by the engineer, be incorporated in the roadbed embankments. Two or three of the pits on this project will require stripping varying in depth from 2 to 4 feet and the yardage involved is considerable. Inasmuch as we will pay the same price for stripping as is bid for common excavation, the cost of placing it in the borrow would be only the haul price and it is estimated that this material can be hauled up to at least 1½ miles

FORM 5-M-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Estimate of Cost, Special
Provisions, etc., Burns-
Buchanan Section, Central Ore.
Highway, Harney County

in distance cheaper than borrow can be made at the embankment points. The use of this stripping material as borrow will also be of some benefit in holding a uniform borrow section throughout the deeper fill sections.

At the west end of the project, where the Central Oregon Highway forms a wye connection with the John Day-Burns Highway, sufficient material will not be available in the right of way for the construction of embankments. This material is to be hauled from a special borrow pit immediately north of the junction and right of way description and sketch map of this borrow pit will be submitted along with the other descriptions. This special borrow pit is immediately adjacent and on the west side of the John Day-Burns Highway at station 151, which station is 100 feet north of the north leg of the wye connection.

Typical sections submitted for this project required the use of 5:1 slopes on all fills less than 3 feet in height and a 3:1 slope on fills between 3 and 5 feet in height. According to our standard, we are permitted on a 5:1 slope to extend such slope a distance of 20 feet from the shoulder of the road, or until it has reached an elevation 4 feet below grade line. By the use of this section and the slight drifting that is necessary to secure uniformity, sufficient material can be obtained within a 100 foot right of way over the entire project.

We have carefully computed the increased quantities that will result from using a 5:1 slope instead of a 3:1. We find that by using the 5:1 slope only where fills are less than 3 feet, that the total increased yardage required will be approximately 14,000 cu.yds. To care for this additional yardage, there is being added to the profile quantities, as an extra allowance, approximately 30,000

FORM 2-M-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Estimate of Cost, Special
Provisions, etc., Burns-
Buchanan Section, Central Ore.
Highway, Harney County

cu.yd. This results in an approximate 5% addition to the regular quantities, plus 14,000 cu.yd. for the 5:1 slopes. In some instances, it will be possible to lower the fills from .1 to .2, which will offset the difference between a 3:1 and 5:1 slope. On a 2 foot fill, it is only necessary to lower the grade .2 to effect approximately the same quantities. In many instances, however, the grade line has been laid to a certain height by reason of drainage conditions and can not be lowered, but it is certain that the additional allowance of common excavation will more than make up the difference between the two slope yardage requirements.

Two bridges will be required on the project, one to span a slough at station 7 on the south leg of the wye. A 20 foot span will be ample for this drainage, but it will probably be necessary to design a longer structure in order to take care of approach fills. At all events, a 20 foot span is all that will be required for drainage area. The other bridge required will be across Branson Creek, which is at station 63+70. For this bridge we should have at least a 30 foot clear span with the necessary approaches. Vicinity maps for these two bridges have been submitted to the Bridge Department and the designs for the bridges may be prepared from such maps. As grading of the project will not be materially affected by the bridges, it is immaterial whether or not the bridges are let in conjunction with the grading contract.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
S. H. Probert

CONTRACT #1927

FAP 91 Wilcox-Shaniko Sec., Sherman 1936
Hwy.
#1927

#1927

RECEIVED
SEP 10 1937

91

September 8, 1937

Globe Indemnity Company,
Geo. S. Kerr Co., Agents,
Title & Trust Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1927 for the construction of the Wilcox-Shaniko Section of the Sherman Highway in Sherman and Wasco Counties, has been completed by the contractor, A. Milne, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 13, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $60,897.79, including the final payment. Of this amount $140.35 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
AUG 26 1937
FOR FILING
91

#1927
x

August 26, 1937

Globe Indemnity Company,
Geo. S. Kerr Co., Agents,
Title & Trust Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne, on Contract No. 1927, Wilcox-Shaniko Section of the Sherman Highway in Sherman and Wasco Counties. This payment will be made on or after September 4, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 888—5M—12-36

91

✓

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7,1937

Section Wilcox-Shaniko

Kind of work Surfacing

Highway Sherman

Section prefix [illegible]-1102

Contractor A.Milne

Contract number 1927

Date of contract October 19,1936

Date of completion July 31,1937

Date work started October 26,1936

Estimated date of completion July 26,1937

Amount of contract $63,261.00

Per cent of time elapsed all %

Estimated cost of completed project, exclusive of engineering $60,218.23

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3775.00, 6 %

Date project was completed July 26,1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job Completed. Final Records turned in to Division Engineer V.E.Chandler on Wednesday August 4,1937. This will be the Final Report on this project.

NOTED
H.N.HACKETT

H.O.SMITH

RECEIVED
AUG - 1937

NOTED
RAY WEBB

Signed Forrest Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAR 25 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 91

POST OFFICE BUILDING
PORTLAND, OREGON

March 24, 1937

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon FAP No. 91, Kent-Wasco County Line Sec.

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Our Washington Office has called attention to the fact that the ribbon copy attached contained only two signatures (Mr. Henry F. Cabell and Mr. E. B. Aldrich), but that the carbon copy was signed by three members (the two above mentioned and Mr. F. L. Tou Velle). While the agreement is in proper form with two signatures, this matter is brought to your attention so that documents of this kind which are supposed to be identical with each other will be uniformly signed.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Enclosures

Iron

Oregon Project No. 91

Hwy 9282

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 15, 1923, by the State Highway Commission of Oregon, and on May 29, 1923, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on April 2, 1931, by the said State Highway Commission, and on May 14, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 91, hereafter to be known and designated as Oregon Project No. 91; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 7.893 miles of road surfaced with crushed rock, in Sherman County, for for which the estimate approved was $91,328.32, and $54,473.87 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $90,057.36, and voucher in the sum of $53,332.23 has been passed for payment as the share of the Federal Government on said project; and

1931
RECEIVED

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the construction of a bituminous wearing surface between survey stations 356+25 and 417+87.2, at an estimated cost of $11,914.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $90,057.36 to $101,971.36, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $53,332.23 to $60,602.23:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty thousand, six hundred two and 23/100 dollars ($60,602.23) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article III shall read:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of sixty thousand, six hundred two and 23/100 dollars ($60,602.23), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred one thousand, nine hundred seventy-one and 36/100 dollars ($101,971.36), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 17th day of December, 1936, and the Secretary of Agriculture on the 9th day of March, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads.

Oregon Project No. 91.

Form PR. 8 - Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 91, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 101,971.36 in lieu of the previous actual payment of $53,332.23 as the total estimated cost of said project, and the sum of $ 60,602.23 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of March one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By ____________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

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DEC 15 1936
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(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon Project No. 91.
Kent-Wasco County Line Section

Dec.11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fo.

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DEC 4 1936
FOR FILING
91

December 3, 1936

Mr. A. Milne
723 N. E. Broadway
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1927 for surfacing and oiling on the Wilcox-Shaniko Section of the Sherman Highway in Sherman and Wasco Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM 2-8-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 7 1936
FOR FILING

91

November 25th
1936

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 27 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Mr. Probert

Dear Sir:

Will you kindly forward to this office at your earliest convenience the construction level and transit notes for the Wilcox-Shaniko section of the Sherman Highway in Sherman and Wasco counties.

The above mentioned notes are to be used by Resident Engineer, Cooper, on the Wilcox-Shaniko surfacing and oiling, Contract No. 1927.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R M Smith
R. M. Smith

rms:f

November 27, 1936

Mr. W. E. Chandler
Division Highway Engineer
Bend, Oregon

Dear Sir:

In compliance with the request in your letter of November 25th, we are sending the construction transit notes for the Wilcox-Shaniko Section of the Sherman Highway.

We have no record of having received construction level notes on this section and have no notes to send you. However, we are sending a blueprint of the construction profile on this section. As the profile shows numerous bench marks, together with elevations, we believe it will supply you with the needed information.

The construction transit notes are a part of the final records kept on file in this office and it is requested that they be returned when you have finished using them.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by C. A. Bonnett/US

cc Mr. R. A. Skelley

FORM 8-S-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

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NOV 13 1936
FOR FILING

NOV 1 1936
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

November 10th
1936

91

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Mr. Forrest Cooper, located at Madras and in charge of the Criterion Cow Canyon Section has been doing work required on the Shaniko-Wilcox project on the Sherman Highway. As these two projects are very close together and should be handled by the same man, I recommend that you appoint Mr. Cooper as Resident Engineer on the Shaniko-Wilcox project, Contract No. 1927.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

91

October 23, 1936

A. Milne
723 N.E. Broadway
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 1927 which was awarded to you on October 19, 1936 to cover the construction of the Wilcox-Shaniko Section on the Sherman Highway, in Sherman and Wasco County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work in connection with this contract in strict conformance thereto.

Your attention is also called to the page immediately following page thirteen (13) of the mimeographed special provisions relating to payment by the contractor of amounts due hospital associations et cetera.

You are requested to immediately notify the U. S. Re-employment Service of the approximate date work will begin on this project and the number and classification of men needed to carry on such work.

Yours very truly,

Secretary

JH

91

x

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(40) P

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

Oct 19, 1936

PRL15 26 GOVT=PORTLAND ORG 19 1015A

R H BALDOCK=
STATE HIGHWAY ENGINEER :

RETEL TODAY WE CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON FAP NINETY ONE AND ONE HUNDRED THREE WILCOX SHANIKO TO A MILNE LOW BIDDER=

LYNCH=

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED
NOV 9 1936
FOR FILING

91 & 103

September 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the bid proposals for the Wilcox-Shaniko Section, Projects Nos. 91 and 103.

Please correct the second line of the last paragraph under the heading "Description of Work" on page one of the special provisions to read "1.2 miles south," etc.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

CONTRACT # [redacted] 1928, 1929

40-D Rock Cr.-Wallowa Sec., Wallowa 1937
Lake Hwy.
1928-1929 Folder # 2

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 7 1938
FOR FILING
40-2

September 2, 1938

5716

Mr. W.W. Williams
Division Engineer
LaGrande, Oregon

Dear Sir:

In reply to your letter of September 1st in regard to payment for lease which the State has acquired from Mrs. LUCY SCHAEFFER, deduction of $160.00 has been made on final estimate for Consolidated Highway Company, Incorporated, on Contract #1929, Rock Creek-Hallows Section.

Yours very truly,

J. M. DEVERS

By

A. B. KNEASS

✓ cc R H Baldock
cc H C Smith
ABK/CK

NOTED
State Highway Engineer

RECEIVED
JUL 19 1938
FOR FILING

40-D

July 18, 1938

Cochran & Eberhard,
Attorneys at Law,
First National Bank Building,
La Grande, Oregon.

Attention: Mr. Colon R. Eberhard.

Dear Sirs:

Receipt is acknowledged of your letter of July 14th concerning the Consolidated Highway Company, Inc., Contract No. 1929, Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

You are advised that the above contract was completed October 16, 1937, and was accepted by the Highway Commission November 17, 1937. Final payment was made March 16, 1938.

The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company, for whom McCollister & Campbell, Inc., who have offices at 800 Central Bldg., Seattle, Washington, are general agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

LAW OFFICES OF
COCHRAN & EBERHARD
FIRST NATIONAL BANK BLDG.
LA GRANDE, OREGON

GEORGE T. COCHRAN
SOLON R. EBERHARD

STATE HIGHWAY COMMISSION

July 14, 1938

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: RE: Consolidated Highway Company, Inc.
Contract No. 1929 - Wallowa Job

We are writing to inquire whether the State has made final settlement with the contractor and bondsmen in this case.

Yours very truly,

COCHRAN & EBERHARD

Attorneys for Perkins Motor
Company, La Grande, Oregon

By Solon R. Eberhard
Solon R. Eberhard

CRE:J

3428

[illegible] 16, 1938

REFERRED TO
BY SECRETARY

LAW OFFICES OF
COCHRAN & EBERHARD
FIRST NATIONAL BANK BLDG.
LA GRANDE, OREGON

GEORGE T. COCHRAN
COLON R. EBERHARD

[illegible] 1938
[illegible] COMMISSION

July 14, 1938

Secretary of State,
Salem, Oregon

Dear Sir: RE: Consolidated Highway Company, Inc.
Contract No. 1929 - Wallowa Job

We are writing to inquire whether the State has made final settlement with the contractor and bondsmen in this case.

Yours very truly,

COCHRAN & EBERHARD

Attorneys for Perkins Motor Company, La Grande, Oregon

By Colon R Eberhard
Colon R. Eberhard

CRE:J

Respectfully referred to State Highway Commission

STATE DEPARTMENT

REFERRED TO
Y SECRETARY
prepare answer

SECRETARY OF STATE
RECEIVED
JUL 1 5 19[illegible]
EARL S[illegible]

#1924

Form S-K-1 5000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 25 1938
FOR FILING

40-8

May 24, 1938

Mr. Roy F. Shields,
General Solicitor,
Union Pacific Railroad Company,
Pittock Block,
Portland, Oregon.

Dear Mr. Shields:

On receipt of your letter of the 19th relative to the above subject I checked through our files and find that on November 27th in answer to your letter of the 24th Mr. Glaisyer, Secretary to the Commission, advised that the job to which your letter referred is state highway contract No. 1929 for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway. His reply further advised that "The records indicate that the job was completed on October 16th and was accepted by the Commission on November 17th."

I believe the law provides that one having a claim against a state highway contractor for labor and/or material furnished in connection with the job has a right of action against the surety company, provided notice of claim has been filed within six months from the completion and acceptance of the job. It appears that notice of your claim was filed (according to your letter) May 14, 1938. If the job were accepted November 17, 1937, the six-month period would expire May 17, 1938, and if your notice was filed May 14, 1938, you were within the six-month period and in my opinion the company has a right of action against the contractor and his surety.

Should the company recover judgment against the contractor and not against the surety company and should there be funds or money due the contractor as a result of subsequent jobs and such moneys be in excess of the moneys necessary to pay labor and material claims incurred in connection with those two jobs, in other words, should there be profits over and above the cost of completing the two pending jobs, then I think the company would have a right to press its claim either by way of execution or by attachment against such profits.

I need not tell you this, for I am sure you know it as well or better than I.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. B. Glaisyer ✓

NOTED

FORM [illegible]

#1929

RECEIVED
MAY 19 1938
FOR FILING

40-D

May 17, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of May 16 enclosing three copies of a supplemental notice of claim by Union Pacific Railroad Company in the sum of $170.00 against Consolidated Highway Company, Inc, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission Contract No. 1929.

We have noted this claim in our records of this job and are sending notices thereof to the contractors and their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

May 17, 1938.

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of a supplemental notice of claim by Union Pacific Railroad Company in the amount of $170.00 against the Consolidated Highway Company, Inc., for demurrage charges on five carloads of asphalt shipped from California to be used in connection with work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission Contract No. 1939.

Inasmuch as you are the surety named by the contractors on this job, we are forwarding you, for your information and attention, a copy of this notice of supplemental claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 17 1938
OREGON
STATE HIGHWAY COMMISSION

May 16, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a supplemental claim by Union Pacific Railroad Company for $170.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

#1921

R. M. BALDOCK

COPY

State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Union Pacific Railroad Company, a Utah corporation, has a claim for demurrage charges on five carloads of asphalt shipped by Shell Oil Company from Martinez and/or Casmalia, California, to Consolidated Highway Company, Inc. at Wallowa, Oregon, and there used on work being performed under contract with Oregon State Highway Commission, a copy of bills rendered on account of said charges being attached hereto and hereby made a part hereof, in the sum of One Hundred Seventy Dollars ($170.00), against the bond taken from Consolidated Highway Company, Inc. as principal, and United States Fidelity and Guaranty Company as surety, for the work of construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway under State Highway contract No. 1929.

Dated at Portland, Oregon, May 14, 1938.

UNION PACIFIC RAILROAD COMPANY,

BY F. N. FINCH
General Manager

STATE OF OREGON)
) ss.
County of Multnomah)

I. F. N. FINCH, Being first duly sworn, depose and say: That I am General Manager of Union Pacific Railroad Company and am authorized to execute, verify and file the foregoing Notice of Claim; that I have knowledge of the facts stated therein, and the same are true and correct.

F. N. FINCH

Subscribed and sworn to before me this 14th day of May, 1938.

(SEA L)

J. G. BERKSHIRE
Notary Public for Oregon
My Commission expires: May 26, 1940.

Endorsed: File No. 2799
Filed May 16, 1938
EARL SNELL
Secretary of State

Wallowa, Oreg. Station Oct 9, 1937

Shipper of
Consignee Consolidated Highway Co.
Destination Wallowa Oregon
to UNION PACIFIC RAILROAD COMPANY, Dr.

Demurrage
Bill No.____________
Freight Bill No. 297 Date Oct.22,1937

Point of Shipment	Waybill date and No.	Name of Shipper	Car Initials and No.
Martinez, Calif.	SP 313 9 17 37	Shell Oil Co.	SCCX 1277

	Month	date	hour	Rate	Amount
Arrival of Shipment	9	21	9 am	demurrage 4 days @ $2.00 per day	8.00
Consignee Notified	9	21	9 am	" 7 " @ $5.00 " "	35.00
Car Ordered				Average Agreement Audit No.	
Constructively placed				Hazadous storage	
Actually placed	9	21	9 am		
Released	10	8	2 pm	Total to collect	43.00

Wallowa, Oreg. Station Oct. 12, 1937

Consolidated Highway Co.
Wallowa, Oreg. 312 9 28 37

Martinez Calif. Sept 21 SP 359 Shell Oil Co. SCCX 1000

Arrival of Shipment	9	26	9 am	Demurrage 4 days @ $2.00 per day	8.00
Consignee notified	9	26	9 am	" 5 " @ $5.00 " "	25.00
Actually placed	9	26	9 a m		
Released	10	11	5 pm	Total to collect	33.00

Wallowa Ore. Mar 17/38

Consolidated Highway Co. Inc. 311 corrected
311 9/28/37

Martinez Cal 9 23 358 Shell Oil Co. GATX 4509

Arrival of Shipment	9	28	9 am	Demurrage 4 days @ $2.00 per day	8.00
Consignee Notified	9	28	9 am	" 3 " @ $5.00 " "	15.00
Actually placed	9	28	9 am	Audrs. C/N 2-1304 1/26	
Released	10	12	11 Am	Total to collect	23.00

Wallowa Ore Mar 17, 1938

Consolidated Highway Co Inc. 303 corrected
303 9/24/37

Casmalia Cal Sept 8 37 No 5 Shell Oil Co. SCCX 1229

Arrival of Shipment	9	23	9 am	Demurrage 4 days @ $2.00 per day	8.00
Consignee notified	9	23	9 am	" 6 " @ $5.00 " "	30.00
Constructively Placed	9	23	9 am		
Actually placed	10	9	5 pm	Audrs C/N 2-1304 1/26	
				Total to collect	38.00

Wallowa Ore Mar 17, 1938

Consolidated Highway Co. Inc. 300 corrected
300 9/23/37

Martinez Cal 9/19 SP 333 Shell Oil Co. SCCX 1116

Arrival of Shipment	9	23	9 am	Demurrage 4 days @ $2.00 per day	8.00
Consignee notified	9	23	9 am	" 5 " @ $5.00 " "	25.00
Actually placed	9	25	7 am	Audrs C/N 2-1304 1/26	
Released	10	9	1 pm	Total to collect	33.00

Endorsed: File No. 2799
Filed May 16, 1938
EARL SNELL
Secretary of State

Form 5-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1929

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 19 1938
FOR FILING

May 16, 1938

40-8

Mr. S. H. Probert,

Office.

Dear Sir:

I have just received a copy of a letter, the original of which it appears was addressed to Mr. Snell, Secretary of State, over the signature of Roy F. Shields, Attorney for the Union Pacific Railroad Company, and I received a copy of a notice served by the Union Pacific Railroad Company on the Secretary of State, notifying the State that the Union Pacific Railroad Company has a claim against the Consolidated Highway Company, Inc., as principal, and the United States Fidelity and Guaranty Company, as surety, in connection with state highway contract No. 1929, the amount of the claim being $170.

Notice of this claim should be brought to the attention of the Consolidated Highway Company, Inc. and its surety on its bond, and the contractor and the surety company should be notified that final settlement can not be made on this contract until some arrangement with respect to this claim has been made which is satisfactory to the Highway Commission.

Yours very truly,

J. M. DEVERS

JMD:FW

cc Carl Smith
H. B. Glaisyer
Roy F. Shields

McFarland

#1929

RECEIVED
MAY 19 1938
FOR FILING

40-D

May 14, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of May 13 enclosing three copies each of two notices of claim by the State Unemployment Compensation Commission against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, in the amounts of $585.28 for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, and for $611.26 for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851.

We are making note of these claims in our records of these jobs, and forwarding copies of the notices of claim to the contractors and their surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

May 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by the State Unemployment Compensation Commission in the amount of $585.28 against Consolidated Highway Company, Inc., in connection with grading, surfacing, and oiling on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Commission Contract No. 1929.

Inasmuch as you are the surety named by the contractors for this job, we enclose for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBF.

cc - Consolidated Highway Company, Inc.

Walter F. Cline

COPY

— NOTICE OF CLAIM AGAINST BOND—

- - -

State of Oregon May 12, 1938

Earl Snell, Secretary of State

Notice is hereby given, that the State Unemployment Compensation Commission has a claim for contributions due the State Unemployment Compensation Trust Fund in the amount of $585.27 against the bond taken from Consolidated Highway Company, Inc. and the United States Fidelity & Guaranty Company for grading, surfacing and oiling certain highway for the State Highway Commission on the Rock Creek Wallowa section of the Wallowa Lake Highway, under contract number 1929.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

BY: D. A. Bulmore
Administrator

Endorsed: File No. 2797
Filed May 13,1938
EARL SNELL
Secretary of State

#1928

RECEIVED
MAR 16 1938
FOR FILING
40

March 15, 1938

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of March 14, enclosing three copies of a notice of claim by LaGrande Concrete Pipe Company for $162.10 against the bond taken from Tom Lillebo, principal, and U. S. Fidelity & Guaranty Company, surety, for work on bridges in Wallowa County, being State Highway Commission Contract No. 1928.

We have noted this claim in our records of this job, and are sending copies of the notice of claim to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL

March 15, 1938.

U. S. FIDELITY & GUARANTY COMPANY
H. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by LaGrande Concrete Pipe Company against Tom Lillebo in connection with the work of constructing bridges in Wallowa County, Oregon, under State Highway Commission Contract No. 1926.

Inasmuch as you are the surety named by the contractor on this project, we are handing you herewith a copy of this notice of claim for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Tom Lillebo

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 14, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by La Grande Concrete Pipe Company for $162.10 against the bond taken from Tom Lillebo, principal, and U. S. Fidelity & Guaranty Company, surety, for work on bridges in Wallowa County, contract No. 1928, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO,
Mrs Lewis
BY SECRETARY

[illegible] letters
Ans

COPY

LA GRANDE CONCRETE PIPE CO.

P. O. Box 255 La Grande, Oregon Factory, Island City, Ore.

Phone Main 120

March 12, 1938

To Secretary of State of Oregon,
Salem, Ore.

Notice hereby is given that the undersigned, La Grande Concrete Pipe Co. of La Grande, Ore. has a claim for concrete sand and gravel furnished in the sum of $162.10 against the Bond taken from Tom Lillebo, principal, and United States Fidelity and Gauranty Co, Surety, for the work of constructing Brides in Wallowa Co, Oregon under State Highway Commission Contract # 1928, Bridges #2184 and #2185.

Very truly yours,

LaGrande Concrete Pipe Co.

By L. F. KLINE
L. F. Kline,
Manager.

Endorsed: File No. 2775
Filed March 14, 1938
EARL SNELL, Secretary of State

RECEIVED
FEB 26 1938
FOR FILING

40-D

February 25, 1938

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

Replying to your letter of February 24 concerning the Consolidated Highway Company's contract for road work in the vicinity of Wallowa, wish to say that the contract to which you refer is state highway contract No. 1929 and is for grading, surfacing and oiling the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

The bond furnished by the contractor in connection with this job was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. The bond was written on the standard form prepared by the State Highway Department and bears no number.

Very truly yours,

HBG:AM

Secretary

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
25 1938
OREGON
STATE HIGHWAY COMMISSION

February 24,1938

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

It is our understanding that the Consolidated Highway Co.,Inc. did some work for the State last year in the vicinity of Wallowa, under Contract No.1929.

We have some uncollected claims for demurrage against this concern and would like to know the name of the surety that gave the bond to the State in connection with this job and also the Surety Company's bond number.

Will you kindly advise as to this.

Yours truly,

S MURRAY

ANSWERED
H. B. G.

SHIP AND TRAVEL BY RAIL

RECEIVED
FEB 23 1938
FOR FILING
40-8

February 21, 1938

Cochran & Eberhard
First National Bank Bldg.
La Grande, Oregon

Attention: Colon R. Eberhard

Gentlemen:

Responding to your request of the 18th instant I am forwarding to you today, by express, a certified copy of State Highway Contract No. 1929 with the Consolidated Highway Company, Inc., for surfacing and oiling the Rock Creek-Wallowa Section of the Wallowa Lake Highway. This is in connection with the claim of the Perkins Motor Company against the Consolidated Highway Company and the United States Fidelity & Guaranty Co.

Very truly yours,

HBG:AM

Secretary

#1929

RECEIVED
1[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES OF
COCHRAN & EBERHARD
FIRST NATIONAL BANK BLDG.
LA GRANDE, OREGON

GEORGE T. COCHRAN
COLON R. EBERHARD

February 18, 1938

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: RE: State Highway Contract No. 1929, with Consolidated Highway Company, Inc., for Re-grading, Surfacing and Oil Mat Surface Treatment of Rock Creek-Wallowa Section of Wallowa Highway

Perkins Motor Company vs. Consolidated Highway Company, Inc., and United States Fidelity and Guaranty Company

On July 3, 1937, you wrote Perkins Motor Company at La Grande, Oregon, with relation to the above, and sent therewith a mimeographed copy of Chapter 280, Oregon Laws 1931, being Section 67-1101, Oregon Code 1930. Subsequently the Secretary of State was notified of the claim of the Perkins Motor Company. Mr. Perkins has made an effort to settle his claim with the attorneys for the Company, Messrs. Shephard & Phillips of Portland, Oregon. In this he has been unsuccessful. We now apply for a certified copy of the contract and bond herein, with a view to bringing action thereon against the contractor and surety.

Yours very truly,

COCHRAN & EBERHARD
Attorneys for Perkins Motor Company

By
Colon R. Eberhard

CRE:J

ANSWERED
H.B.G.

RECEIVED
FEB 23 1938
FOR FILING

40-R

February 18, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 17, 1938, enclosing three copies each of three notices of claim by John J. Dunn against the bond taken from Consolidated Highway Company, Inc., and United States Fidelity & Guaranty Company, as principal and surety, respectively, for labor and rental of equipment in connection with the following jobs:

[illegible] #1929 Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, being State Highway Contract No. 1929, $522.45

[illegible] #1851 Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851, $378.85

135-1005 #1954 Pendleton-Mytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1958, $181.85

We have noted these claims in our records of these jobs and are today forwarding to the contractor and his surety copies of these notices.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

February 18, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies each of three notices of claim by John J. Bunn against the bond taken from Consolidated Highway Company, Inc., as principal, and yourselves, as surety, for labor and rental of equipment in connection with the following jobs, in the amounts noted opposite each:

Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, State Highway Contract No. 1929, $522.45

Toledo-Simpson Creek Section of the Corvallis-Newport Highway., State Highway Contract No. 1851, $378.85

Pendleton-Rytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1954, $183.85

Inasmuch as you are the surety named by the contractor on these jobs, we hand you herewith, for your information and attention, a copy of each of these three notices of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter P. Cline
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 17, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies each of three notices of claim by John J. Dann against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, which were received from James L. Conley, 1312 Public Service Bldg., Portland, and filed today against the following jobs:

Wallowa-Rock Creek section of the LaGrande-Wallowa Lake Highway, contract No. 1929, for $522.45;

Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, for $378.85;

Pendleton-Mytinger section of the Old Oregon Trail highway, contract No. 1954, for $183.85.

Please acknowledge receipt of the copies and oblige

Yours very truly,

Earl Snell
Secretary of State

S:FM
Encs. 9

COPY

February 15, 1938

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, John J. Dann, has a claim for labor and rentals of equipment in the sum of Five Hundred Twenty-two and 45/100 ($522.45) Dollars against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company, as surety, for certain construction work on Wallowa-Rock Creek section of the La Grande-Wallowa Lake Highway, contract No. 1929.

The services hereinabove mentioned were rendered as superintendent on said construction work, and rental of automobile used in such work at the rate of five cents per mile.

JOHN J. DANN

Endorsed: File No. 2772
Filed February 17, 1938
EARL SNELL
Secretary of State

#1929

RECEIVED
FEB 10 1938
FOR FILING

10-8

February 7, 1938

Mr. Roy F. Shields, General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland, Oregon

Dear Sir:

Responding to your request of February 4, I am forwarding to you today, under separate cover, a certified copy of state highway contract No. 1929 known as the Rock Creek-Wallowa project which was awarded by the State Highway Commission to the Consolidated Highway Company, Inc.

Very truly yours,

Secretary

HBG:AM

REFERRED TO
BY SECRETARY

Did you prepare same?
HBG

Form 3530-A
10-37-5,000

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS,
GENERAL SOLICITOR
MAGUIRE, SHIELDS & MORRISON,
GENERAL ATTORNEYS
FREDERICK J. BETZ,
ASSISTANT GENERAL ATTORNEY
LAWRENCE W. HOBBS,
ATTORNEY

727 PITTOCK BLOCK
PORTLAND, OREGON

Feb. 4, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of November 27, 1937, concerning contract of the Consolidated Highway Company, Inc., with the Oregon State Highway Commission for road construction work in Wallowa County, in which you advised that for the protection of unpaid creditors of the contractor a bond written by the United States Fidelity & Guaranty Company had been furnished by the Contractor:

Under date of January 3, 1938, we filed notice of claim against this bond with the Secretary of State, but to date our claim, which had previously been lodged with the Surety Company, has not been paid.

For your information a copy of the sworn statement lodged with the Secretary of State is attached hereto.

Will you please be good enough to furnish us with copy of the bond in question that we may be in position to proceed further in the collection of our charges.

Very truly yours,

Roy F. Shields H

LWH t
enc.

ANSWERED
H. B. G.

State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Union Pacific Railroad Company, a Utah corporation, has a claim for demurrage and reconsignment charges on five carloads of asphalt shipped by Shell Oil Company from Martinez and/or Casmalia, California, to Consolidated Highway Company, Inc. at Wallowa, Oregon, and there used on work being performed under contract with Oregon State Highway Commission, a copy of bills rendered on account of said charges being attached hereto and hereby made a part hereof, in the sum of Two hundred fifty-seven dollars and twenty-five cents ($257.25), against the bond taken from Consolidated Highway Company, Inc. as principal, and United States Fidelity and Guaranty Company as surety, for the work of construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway under State Highway Contract No. 1929.

Dated at Portland, Oregon, January 3rd. 1938.

UNION PACIFIC RAILROAD COMPANY

By Sgd. F. N. Finch
General Manager

STATE OF OREGON }
County of Multnomah } ss.

I, F. N. FINCH, being first duly sworn, depose and say: That I am General Manager of Union Pacific Railroad Company and am authorized to execute, verify and file the foregoing Notice of Claim; that I have knowledge of the facts stated therein, and the same are true and correct.

Sgd. F. N. Finch

Subscribed and sworn to before me this 3rd day of January, 1938.

Sgd. L W Hobbs
Notary Public for Oregon

My commission expires Sept. 8, 1939

#1929

RECEIVED
FEB 4 1938
FOR FILING
40-D

February 3, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 1, 1938, enclosing three copies of a notice of claim by Buns Spring Company for $14.95 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission Contract No. 1929.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

February 3, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by Bunn Spring Company, in the amount of $14.35, against Consolidated Highway Company, Inc., for materials and supplies furnished in connection with the execution of Contract 1929 with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

Inasmuch as you are the surety for the contractor on this job, we enclose herewith, for your information and attention, one of these copies of notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 1, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Benz Spring Company for $14.35 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, which was received from Layton & Boyrie, 400 Pittock Block, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO Mrs Lewis
(SECRETARY)

COPY

January 26, 1938

Secretary of State,
SALEM, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Benz Spring Co., has a claim for materials and supplies consisting of springs in the sum of $14.35 against the Bond taken from Consolidated Highway Company, Inc. and The United States Fidelity and Guaranty Co. for the work of Contract No. 1929, Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, 4.28 miles of grading, surfacing and oiling, said materials and supplies having been furnished for and used in the prosecution of said work.

BENZ SPRING CO.
By L. V. Grimm, Sec.

#1929

RECEIVED
FEB 3 1938
~~FOR~~ FILING
40-D

February 2, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 1, 1938, three copies of a notice of claim by Hunnell & Sherrill for $264.38 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway CommissionContract No. 1929.

We have noted this claim in our records of this job and are forwarding copies to the contractor and his surety in accordance with our usual practice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

February 2, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Mennell & Sherrill for $264.38 against Consolidated Highway Company, Inc., for materials and supplies furnished in connection with the performance of State Highway Commission Contract No. 1929 for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

Inasmuch as you are surety for the contractors on this job, we are enclosing for your information and attention a copy of this notice of claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

Enc.

cc - Consolidated Highway Company, Inc.

cc - Walter F. Cline

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 1, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Munnell & Sherrill for $264.38 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, which was received from Layton & Boyrie, Attorneys, Portland, and filed in this office today.

There are also enclosed three copies of a notice of claim by Munnell & Sherrill for $236.86 against the above principal and surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 6

REFERRED TO
Mrs Lewis
BY SECRETARY

COPY

January 22, 1938

Secretary of State,

SALEM, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Munnell & Sherrill, has a claim for materials and supplies consisting of truck tires and tubes in the sum of $264.38 against the Bond taken from Consolidated Highway Company, Inc. and The United States Fidelity and Guaranty Co. for the work on Contract No. 1929, Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa, County, 4.28 miles of grading, surfacing and oiling, said materials and supplies having been furnished for and used in the prosecution of said work.

MUNNELL & SHERRILL

By A. J. Sherrill

Sole Owner

cc - Consolidated Highway Co.
Box [illegible] Kenton Station
Portland, Oregon

#1

RECEIVED
JAN 20 1938
FOR FILING
40-D

January 19, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received copies of a claim that has been filed with the Secretary of State by the Basche Sage Hardware Company against the bond taken from the Consolidated Highway Company, contract No. 1929, for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. The claim is in the amount of $700.18 of which amount $689.79 represents a claim of the Dixon Brothers Garage, against the Consolidated Highway Company, which has been assigned to the Basche Sage Hardware Company and $10.39 being the claim of the Basche Sage Hardware Company.

A copy of this claim is inclosed for your information. This is being handed to you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

January 19, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 17 with attached copies of notice of claim which has been filed by Basche-Sage Hardware Company against the bond taken from Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1929 which was awarded to the Consolidated Highway Company for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 17, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Basche-Sage Hardware Company for $10.39 and $689.79 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway which was received from Hallock, Donald & Banta, Attorneys, Baker, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S FM
encs. 3

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Basche-Sage Hardware Company, a corporation organized, existing and doing business under and by virtue of the laws of the State of Oregon, with its principal office and place of business in the City of Baker, Baker County, Oregon, has a claim for materials and provisions furnished, including alemite fittings, etc., in the sum of $10.39, by the said Basche-Sage Hardware Company, an itemized statement of said account being hereunto attached marked Exhibit "A" and by this reference made a part hereof, and has an additional claim in the sum of $689.79 for labor, materials and provisions performed and furnished by Everett Dixon and Roy Dixon, co-partners, doing business as Dixon Brothers Garage, a full, true and correct statement of said account being hereunto attached marked Exhibit "B" and by this reference made a part hereof; that said account of the said Dixon Brothers has prior to the date hereof been assigned to and is owned by said Basche-Sage Hardware Company and that said claims are against the bond taken from Consolidated Highway Company, Inc., a corporation and United States Fidelity and Guaranty Company, a corporation, for the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Oregon.

BASCHE-SAGE HARDWARE COMPANY

By P. S. Basche
Secretary.

* * * * * * * * * * * * * *

EXHIBIT "A"

BASCHE SAGE HARDWARE CO.,
Baker, Oregon.
November 8, 1937.

Sold to

Consolidated Highway Co.,
Wallowa, Oregon.

* * * -

ITEMIZED STATEMENT OF ACCOUNT

April 8, 1937						
1 only 1" -10' Gas hose coupled			$4 82/			$4.82
May 27, 1937						
9 only A 336 Alemites	.06		54			
1/8 to 1/4 bush.	.05		15/	.69		
Less 40%					.41/	41
June 12, 1937						
50 only 1610 Hyd. fittings	.06	$3 00				
20 only 1612 " "	.10	2 00				
15 only 1611 " "	.11	1 65				
15 only 1613 " "	.11	1 65/	$8.30			
Less 40%					4.98	
Postage & Ins.					.18	5 16
Balance due						$10.39

EXHIBIT "B"

Wallowa, Oregon, November 5, 1937

Consolidated Highway Construction Co., Inc.
Portland, Oregon

In account with

DIXON BROTHERS GARAGE

Gas Repairs Oil

April	3	2x8 hose	.70
	4	1 permatex by Jake	.40
	3	Gas used in installing dozer on 80	
		eletres Acelstene $4.50, Oxygen $5.00	9.50
March	29	1 universal joint overlooked on bill 25 No. 7	4.75
April	4	31/2 ft. 3/8 copper tubing by Jake	.50
		Spindle assm. Bugs Ford $2.00 Installing $4.50	6.50
	8	1 box valves cores .25, 4 ft. tubing. 60	.85
		4 fillings	.55
		Change tire for Buggs	.50
		Change tire for Jettley	.50
		Change tire on No. 4 Help	.50
		Fan belt Jettley Ford .75, welding brace .25	1.00
April	12	Installing buper on H. Jetley car.	.50
		Gas used in welding by Jacobs	1.00
	13	Installing bearing #4	2.50
	17	Repair tire Teds Ford	.50
	13	1 fan belt for shovel	.95
		Grease H. Jetley car	1.00
	20	Change jack shaft #7 1.50, light bulb .20	1.70
	23	1 box fuses (grader)	.25
	24	1 head light glove by H. Jetley	.35
	18	Welding pump $1.00, adjusting brakes H. Jetley.75	1.75
	19	Installing spring on Terraplane	3.00
		Installing light loom Ted's car	1.00
		Loom wire	2.25
		Repair tire No. 7	.75
	20	1 reel tape	.10
		Labor on Smith cars	1.50
	26	Repair tire H. Jetley car	.50
		1 box fuses	.25
		Gas used in cutting on 80 tractor	4.00
		Patches .15, Jacobs 1 box valve cores .25	.40
	27	1 pipe con..25, Red Whoopee, 1 box fuses .25	.50
	29	1 gas cap H. Jetley	.50
	30	1 set spark plugs H. Jetley $3.60, wash $1.00	4.60
		For Ted's ford 1 set brake linings	6.40
		1 set spindle bolts and bushings	2.40
		1 rear axle $2.00, Labor on same $10.00	12.00
		1 bulb .25, Hose 6 in. by 3 .30	.55
		Rent on Building for April	20.00
June	1	Solder gas tank $1.00, Change tire .75 No. 7	1.75
		Cutting on crusher Labor	2.00
		Oxygen used $4.50, Acetelene used $2.00	6.50
		1 light bulb #7	.15
	3	1 box patches #7 .25, Help change 2 tires $1.00	1.25
		Grease $1.00, trans. grease .10 for No. 7	1.10
		1 can stop leak Red Whoopee	..25
	5	1 qt. oil Whoopee	.25
	6	Soldering screen on crusher	.50
	7	3 ft. wire 80 cat.	.15
	8	Repair front spring and repair wish bond	
		Red Whoopee	3.00
	9	Welding exhaust pipe on Red Pickup	.50
	12	2 light globes in Huffman car	.70
		1 lens, $1.80, repair work Jetley Ford $1.50	3.30
	14	Repair tire .50, boot .05 Ted's Ford	.55

	9	1 battery cable No! 2 $1.00	1.00
	9	Labor on spring of No. 7	1.50
	16	Inst. over load No. 7	.75
		Gas used by Jacobs at crusher	.30
		Ft.	.70
	18	Fan belt (1) No. 4	.90
	21	Brake fluid .25, 31/2 ft. copper tube .35 No. 4	.60
		1 battery exchange by No. 7	4.00
	23	Overhaul carburator #7	2.00
	25	Change tire No. 7	.75
	27	Welding rod on 60 cat.	.50
	28	Grease Pat Doherty car	1.00
		Repair tire on No. 7	.50
	30	Repair tire Doherty car	.50
		2 bolts for same	.45
		Rent for June	20.00
		Use of Welding in shop by Jacobs	5.00
		Repair tire on No. 7	.50
July	1	Tape for 60 cat	.10
	1	1 pulg No. 4	.60
		Cutting and welding exhaust No. 4	1.00
	5	Change 2 tires on grader	2.00
		Cut bolts on Wher grader	1.00
	9	1 plug No. 4	.60
	11	Gas used by Jacobs in welding	3.00
		Rod Used	.25
	6	Cutting culvert	1.50
	12	2 light bulbs by Jacobs	.50
	1	qt. brake fluid by Jacobs	1.20
	13	1 box fuses Wher grader	.25
	14	2 light globes .50, 1 F. L. batteries .10	.60
	15	charge battery on Roller	.75
		Use of service battery 3 weeks	1.50
	15	1 shaft .50 30 ft. wire $1.00 (trailer)	1.50
	18	1 19-500 tube Ted's Ford	2.25

		Changing tire	.50
	22	Repair generator (Ted's Ford)	1.00
		5 qts. oil " "	1.25
	24	1 head gasket for Red Whoopee	.50
	25	1 set points .45, 1 point block .20	
		Greasing Ted's Ford .75	1.40
		1 plug for water pump	.60
		Cutting culvert pipe	.75
		Rent for July	20.00
		Oil for June and July for No. 160	4.90
Sept.	2	Welding steering post of No. 9 (water truck)	1.00
	15	3# Marfak	.60
	24	4 spark plugs (Power unit)	2.40
	24	6 spark plugs @ 65¢ 1 spark plug @ 60¢ No. 23	4.50
	26	Labor on motor roller	1.50
	27	1 set diaphram and labor installing (pilot car)	1.25
	26	Repair on tire 75¢ 1 boot 25¢ No. 2	1.00
		1 fitting on gasoline No. 2	.25
		Welding on shovel	1.50
	27	Repair tire no. 2 75¢, 1 boot 30¢	1.05
	28	Welding flex hose on retaught	2.00
	29	Labor on Gallion Blade	2.00
	29	5# Marfak No. 2	1.00
Oct.	1	Welding brace on (Winter truck)	.50
	8	Change tire No. 2 75¢, change tire (white oiler)	1.50
		Change tire on Pontiac sedan (Kernon)	.50
	3	8 spark plugs (Bass Ford)	4.80
	8	Labor on Roller	2.00
	8	1 spark plug No. 4	.60
	8	Work on Galison	1.50
	9	Labor on Roller	1.50
	10	1 light lens on Kernon Pontiac	2.40

10	Welding hose on oiler	3.50
11	Welding pipe on Metaught	2.00
	1 light globe No. 5	.35
12	4 1/2 # Marfak (shovel) (Blade)	.90
	Clean carborator, repair gas line, fittings	2.90
	7# transmittion grease ($1.40), 1 light globe 2# marfak for No. 5	1.95
*	Labor (G. M. C. truck)	.50
14	1 spark plug No. 4	.60
17	Repair generator Wehr Blade	2.50
14	3# trans. grease No. 17	.60
17 *	4 qt. oil N. 5	.80
Apr. 13 to Oct. 18	Pumping 40,000 gallons gasoline at 1¢ per gallon	400.00
Apr. 13 to Oct. 18	Telephone rental	27.99

Endorsed: File No. 2756
Filed Jan. 17, 1938
EARL SNELL, Secretary of State

#1929

RECEIVED
JAN 20 1938
FOR FILING
40-D

January 18, 1938

Hallock, Donald & Banta
Suite 201 Sommer Bldg.
Baker, Oregon

Gentlemen:

Responding to your request of January 5, 1938, we are sending you, under separate cover, a certified copy of the contract and bond of the Consolidated Highway Company Inc., Contract No. 1929, which is for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

We are today notifying the bonding company of the claim of the Basche Sage Hardware Company against this contract.

Contract No. 1929 was completed on October 16, 1937, and was accepted by the State Highway Commission on November 17, 1937.

Very truly yours,

[illegible]

Secretary

BLAINE HALLOCK
JAMES T DONALD
HAROLD BANTA

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

JAMES H. NICHOLS
[illegible]

RECEIVED
JAN 17 1938
OREGON
STATE HIGHWAY COMMISSION

January 5, 1938.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Re: Basche Sage Hardware Company
vs. Consolidated Highway
Company, Inc.

We are enclosing herewith verified statement of claim in the above matter. We ask that you kindly forward to us certified copy of the bond furnished by the contractor at your early convenience.

Yours very truly,

HALLOCK, DONALD & BANTA,

By James T Donald

JTD MG

P. S. Also please advise dates of completion and acceptance of work

1937 [illegible]

[illegible]

[illegible]

AFFIDAVIT

STATE OF OREGON,)
ss:
County of Baker,)

I, C. C. Basche, being first duly sworn on oath depose and say: That I am the secretary of Basche Sage Hardware Company, a corporation, organized, existing and doing business under and by virtue of the laws of the State of Oregon, with its principal office and place of business in the City of Baker, Baker County, Oregon. That the said Basche Sage Hardware Company, during the period between the 8th day of April, 1937, and the 12th day of June, 1937, both dates inclusive, sold and delivered unto Consolidated Highway Company, Inc., a corporation, goods, wares and merchandise of the fair and reasonable value of $10.39; that a full, true and correct itemized statement of said goods, wares and merchandise so sold and delivered by said Basche Sage Hardware Company is hereunto attached, marked Exhibit A and by this reference made a part hereof. That heretofore and during the period between the 3rd day of April, 1937, and the 17th day of October, 1937, both dates inclusive, Everett Dixon and Roy Dixon, co-partners doing business as Dixon Brothers Garage, sold and delivered unto the said Consolidated Highway Company, Inc., goods, wares and merchandise unto and performed labor and services for said Consolidated Highway Company, Inc., of the fair and reasonable value of $689.79. That a full, true and correct statement of said account of the said Dixon Brothers with the said Consolidated Highway Company, Inc., is hereunto attached, marked Exhibit A and by this reference made a part hereof.

That heretofore and for a good and valuable consideration, and for the purposes of collection, the said Everett Dixon and Roy Dixon, co-partners doing business as Dixon Brothers Garage, by instrument in writing, subscribed by them, sold, assigned, transferred and set over unto the said Basche Sage Hardware Company said claim, account and demand of the said Dixon Brothers against the said Consolidated Highway Company, Inc., a corporation, and that the said Basche Sage Hardware Company is the owner and holder of said account, claim and demand.

That said claim of the said Basche Sage Hardware Company, together with the said assigned claim of the said Dixon Brothers Garage aggregate the sum of $700.18. That no part of said sum has been paid and that there is now due, owing and unpaid unto the said Basche Sage Hardware Company, a corporation, on account of said goods, wares and merchandise so furnished unto the said Consolidated Highway Company, Inc., by the said Basche Sage Hardware Company, and on account of said assigned account, the sum of $700.18.

That demand has been made for the payment thereof.

That said labor, materials and provisions were furnished for use in the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, State of Oregon.

This affidavit is made pursuant to the provisions of Section 67-1101, Oregon Code, Supplement 1935, and Section 49-702, Oregon Code 1930.

SUBSCRIBED and SWORN to before me this 13th day of January, 1938.

Notary Public for Oregon

My Commission Expires:
November 12th, 1938.

Exhibit "A"

BASCHE SAGE HARDWARE CO.,
Baker, Oregon.
November 8, 1937.

Sold to

Consolidated Highway Co.,
Wallowa, Oregon.

ITEMIZED STATEMENT OF ACCOUNT

April 8, 1937						
1 only	1" -10' Gas hose coupled			$4 82/		$4 82
May 27, 1937						
9 only	A 336 Alemites	.06		54		
	1/8 to 1/4 bush.	.05		15/	.69	
	Less 40%				.41/	41
June 12, 1937						
50 only	1610 Hyd. fittings	.06	$3 00			
20 only	1612 " "	.10	2 00			
15 only	1611 " "	.11	1 65			
15 only	1613 " "	.11	1 65/	$8.30		
	Less 40%				4.98	
	Postage & Ins.				.18	5 16
	Balance due					$10 39

Exhibit "B"

Wallowa, Oregon, November 5, 1937

Consolidated Highway Construction Co., Inc.
Portland, Oregon

In account with

DIXON BROTHERS GARAGE

Gas Repairs Oil

April	3	2x8 hose	.70
	4	1 permatex by Jake	.40
	3	Gas used in installing dozer on 80 cletrac Aceletene $4.50, Oxygen $5.00	9.50
March	29	1 universal joint overlooked on bill 25 No. 7	4.75
April	4	31/2 ft. 3/8 copper tubing by Jake	.50
		Spindle assm. Rugs Ford $2.00 Installing $4.50	6.50
	8	1 box valves cores .25, 4 ft. tubing .60	.85
		4 fillings	.55
		Change tire for Ruggs	.50
		Change tire for Jettley	.50
		Change tire on No. 4 Help	.50
		Fan belt Jettley Ford .75, welding brace .25	1.00
April	12	Installing buper on H. Jetley car	.50
		Gas used in welding by Jacobs	1.00
	13	Installing bearing #4	2.50
	17	Repair tire Teds Ford	.50
	13	1 fan belt for shovel	.95
		Grease H. Jetley car	1.00
	20	Change jack shaft #7 $1.50, light bulb .20	1.70
	23	1 box fuses (grader)	.25
	24	1 head light globe by H. Jetley	.35
	18	Welding pump $1.00, adjusting brakes H. Jetley .75	1.75
	19	Installing spring on Terraplane	3.00
		Installing light loom Ted's car	1.00
		Loom wire	2.25
		Repair tire No. 7	.75
	20	1 rool tape	.10
		Labor on Smith care	1.50
	26	Repair tire H. Jetley car	.50
		1 box fuses	.25
		Gas used in cutting on 80 tractor	4.00
		Patches .15, Jacobs 1 box valve cores .25	.40
	27	1 pipe con. .25, Red Whoopee, 1 box fuses .25	.50
	29	1 gas cap H. Jetley	.50
	30	1 set spark plugs H. Jetley $3.60, wash $1.00	4.60
		For Ted's ford 1 set brake linings	6.40

		1 set spindle bolts and bushings	2.40
		1 rear axle $2.00, Labor on same $10.00	12.00
		1 bulb .25, Hose 6 in. by 3 .30	.55
		Rent on Building for April	20.00
June	1	Solder gas tank $1.00, Change tire .75 No. 7	1.75
		Cutting on crusher Labor	2.00
		Oxygen used $4.50, Acetelene used $2.00	6.50
		1 light bulb #7	.15
	3	1 box patches #7 .25, Help change 2 tires $1.00	1.25
		Grease $1.00, trans. grease .10 for No. 7	1.10
		1 can stop leak Red Whoopee	.25
	5	1 qt. oil Whoopee	.25
	6	Soldering screen on crusher	.50
	7	3 ft. wire 80 cat.	.15
	8	Repair front spring and repair wish bone Red Whoopee	3.00
	9	Welding exhaust pipe on Red Pickup	.50
	12	2 light globes in Huffman car	.70
		1 lens, $1.80, repair work Jetley Ford $1.50	3.30
	14	Repair tire .50, boot .05 Ted's Ford	.55
	9	1 battery cable No. 4 $1.00	1.00
	9	Labor on spring of No. 7	1.50
	16	Inst. over load No. 7	.75
		Gas used by Jacobs at crusher	.30
		Ft.	.70
	18	Fan belt (1) No. 4	.90
	21	Brake fluid .25, 31/2 ft. copper tube .35 No. 4	.60
		1 battery exchange by No. 7	4.00
	23	Overhaul carburator #7	2.00
	25	Change tire No. 7	.75
	27	Welding rod on 80 cat.	.50
	28	Grease Pat Doherty car	1.00
		Repair tire on No. 7	.50
	30	Repair tire Doherty car	.50
		2 botts for same	.45
		Rent for June	20.00
		Use of Welding in shop by Jacobs	5.00
		Repair tire on No. 7	.50
July	1	Tape for 80 cat	.10
	1	1 pulg No. 4	.60
		Cutting and welding exhaust No. 4	1.00
	5	Change 2 tires on grader	2.00
		Cut bolts on wher grader	1.00
	9	1 plug No. 4	.60
	11	Gas used by Jacobs in welding	3.00
		Rod used	.25
	6	Cutting culvert	1.50
	12	2 light bulbs by Jacobs	.50
	1	qt. brake fluid by Jacobs	1.20
	13	1 box fuses Wher grader	.25
	14	2 light globes .50, 1 F. L. batteries .10	.60
	15	Charge battery on roller	.75
		Use of service battery 3 weeks	1.50
	15	1 shaft .50, 30 ft. wire $1.00 (trailer)	1.50
	18	1 19-500 tube Ted's Ford	2.25

		Changing tire	.50
	22	Repair generator (Ted's Ford)	1.00
		5 qts. oil " "	1.25
	24	1 head gasket for Red Whoopee	.50
	25	1 set points.45, 1 point block .20	
		Greasing Ted's Ford .75	1.40
		1 plug for water pump	.60
		Cutting culvert pipe	.75
		Rent for July	20.00
		Oil for June and July for No. 160	4.90
Sept.	2	Welding steering post of No. 9 (water truck)	1.00
	15	3# Marfak	.60
	24	4 spark plugs (Power unit)	2.40
	24	6 spark plugs @.65¢, 1 spark plug @.60¢ No. 23	4.50
	26	Labor on motor roller	1.50
	27	1 set diaphram and labor installing (pilot car)	1.25
	26	Repair on tire 75¢ 1 boot 25¢ No. 2	1.00
		1 fitting on gasoline No. 2	.25
		Welding on shovel	1.50
	27	Repair tire No. 2 75¢, 1 boot 30¢	1.05
	28	Welding flex hose on retaught	2.00
	29	Labor on Gallion Blade	2.00
	29	5$ Marfak No. 2	1.00
Oct.	1	Welding brace on (Winter truck)	.50
	8	Change tire No. 2 75¢, Change tire (White Oiler)	1.50
		Change tire on Pontiac sedan (Kernon)	.50
	3	8 spark plugs (Less Ford)	4.80
	8	Labor on Roller	2.00
	8	1 spark plug No. 4	.60
	8	Work on Galison	1.50
	9	Labor on Roller	1.50
	10	1 light lens on Kernon Pontiac	2.40
	10	Welding hose on oiler	3.50
	11	Welding pipe on Retaught	2.00
		1 light globe No. 5	.35
	12	4 1/2# Marfak (Shovel) (Blade)	.90
		Clean carborator, repair gas line, fittings	2.90
		7# transmittion grease ($1.40), 1 light globe 2# marfak for No. 5	1.95
		4 qt. oil No. 5	.80
	14	Labor (G. M. C. truck)	.50
	17	1 spark plug No. 4	..60
	14	Repair generator Wehr Blade	2.50
	17	3# trans. grease No. 17	.60
Apr. 13 to Oct. 18		Pumping 40,000 gallons gasoline at 1¢ per gallon	400.00
Apr. 13 to Oct. 18		Telephone rental	27.99

RECEIVED
JAN 18 1938
FOR FILING
40-D

January 17, 1938

La Grande Concrete Pipe Company,
P. O. Box 255,
La Grande, Oregon.

Attention: L. K. Kline.

Gentlemen:

In response to your inquiry of January 14th you are advised that the Tom Lillebo, Contract No. 1928 for the construction of the bridges over Rock Creek and Wallowa River, in Wallowa County, was completed August 20, 1937. This contract was accepted by the Highway Commission September 14, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

IRRIGATION PIPE DRAIN [illegible] SEWER PIPE C[illegible] PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255
LA GRANDE, OREGON
FACTORY, ISLAND CITY, ORE.
PHONE MAIN 120

Jan.14,1938

H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem,Ore.

Dear Sir:-

Would you kindly advise us on what date the Highway Commission accepted Contract # 1928 (Bridges # 2184 and #2185) Tom Lillebo contractor.

Very truly yours,

L.F.Kline.

LFKline

REFERRED TO
BY SECRETARY

prepare answer

#1929

RECEIVED
JAN 14 1938
FOR FILING

40-D

January 13, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are attaching a copy of a notice of claim received from Honorable Earl Snell Secretary of State which has been filed by the National Hospital Association against the Consolidated Highway Company, Inc. The claim is in the amount of $1,075.80.

This claim is being sent to you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company.

Very truly yours,

EEG:AM Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

January 13, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of the 4th instant inclosing three copies of a notice that has been filed in your office by the National Hospital Association, being their claim in the amount of $1075.80 against the bond taken from the Consolidated Highway Company, Inc., in connection with certain projects. I am forwarding copies of this notice to the contractor and surety on the bond and am making a record of the claim in the file of the Consolidated Highway Company's projects.

In looking over the notice I note that the claim is against four projects, only two of which, namely items 1 and 2, concern the State Highway Commission. We have no knowledge of the other two projects, namely, Apiary and Chapman Projects and Portland Administration.

Very truly yours,

HBG:AM

Secretary

January 13, 1938

National Hospital Association
Mohawk Building
Portland, Oregon

Attention: C. C. Bechtold, General Manager

Gentlemen:

There has been forwarded to this office by Mr. Earl Snell, Secretary of State, a copy of your claim against the Consolidated Highway Company, Inc., In looking over this I note that this claim is against four different projects only two of which concern the State Highway Commission, being the first two mentioned. We know nothing about projects 3 and 4; namely, Apiary and Chapman Projects and Portland Administration.

I thought you should know this so you can correct your notice of claim if you so desire.

Very truly yours,

Secretary

HBG:AM

#1929
1958

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 4, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary.

There are enclosed for your information and files three copies of a notice of claim by National Hospital Assn. for $1075.80 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Pendleton-Mytinger Section of the Old Oregon Trail, Apiary and Chapman Projects and Portland Administration, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encl. 3

ACKNOWLEDGED
H. B. GLAISYER

COPY

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE
OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, National Hospital Association, an Oregon corporation, has a claim for furnishing medical, surgical and hospital care and other attention incident to sickness and injury, in the sum of $1,075.80 against the bond taken from Consolidated Highway Company, Inc., an Oregon corporation, as principal, and United States Fidelity and Guaranty Company, as surety, to-wit:

(1) Contract #1929, covering 4.28 miles of regrading, surfacing and oil mat treatment on the Rock Creek-Wallowa Section of Wallowa Lake Highway in Wallowa County, Oregon.

(2) Contract #WPMH 38-A, covering 1.1 miles grading, surfacing and bituminous macadam on the Pendleton-Mytinger Section of Old Oregon Trail in Umatilla County, Oregon.

(3) Apiary and Chapman Projects.

(4) Portland Administration.

That the undersigned furnished medical, surgical and hospital care and other needed care and attention incident to sickness and injury to the employees of said Consolidated Highway Company, Inc., between the 1st day of February, 1937 and the 30th day of November, 1937, inclusive, pursuant to contract by the terms of which the said Consolidated Highway Company agreed to pay for such services the amount above stated and said Consolidated Highway Company, Inc., did deduct from the wages of its employees, employed upon the aforesaid work for such services so rendered by the undersigned, pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code 1930, the said sum of $1,075.80, and retains the same and has failed to pay it over to the undersigned.

Dated at Portland, Oregon this 3rd day of January, 1938.

NATIONAL HOSPITAL ASSOCIATION

By C. C. Bechtold
General Manager

Endorsed: File No. 2750
Filed January 4, 1938
EARL SNELL
Secretary of State

#1929

RECEIVED
JAN 14 1938
FOR FILING

40-8

January 13, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has received a notice of claim of Keltner & Skaggs, Enterprise, against the Consolidated Highway Company in connection with its contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Contract No. 1929. The amount of the claim is $26.90

This information is given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1938
OREGON
STATE HIGHWAY COMMISSION

November 18, 1937

Keltner & Skaggs
Enterprise, Oregon

Gentlemen:

I have just received from Honorable Earl Snell, Secretary of State, a copy of the notice of claim that you have filed in his office against the bond furnished by the United States Fidelity & Guaranty Company, such claim being in the amount of $26.90. You failed to state the name of the contractor who incurred this expense so I am unable to follow the usual procedure with respect to notifying the contractor and the surety that the claim has been filed.

Kindly furnish me with such information. I would also suggest that you file a amended notice with the Secretary of State containing such information.

Very truly yours,

H B Glaisyer
Secretary

HBG:AM

The contractor who incurred this bill was the Consolidated Highway Co., Inc., and the material was used on the Wallowa section of the contract of the above.

Trusting this is the information desired, we remain

Yours truly,

Keltner & Skaggs
Guy Skaggs

FORM 2-K-1 1200 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 17 1938
FOR FILING

40-8

January 13, 1938

Rodgers' Auto Supply,
Main and River Streets,
Enterprise, Oregon.

Gentlemen:

Your letter addressed to the State Highway Commission under date of January tenth to which was attached a copy of the letter by Sheppard and Phillips, Attorneys for the United States Fidelity & Guarant Company, with respect to your claim against the Consolidated Highway Company, Inc., has been handed to me for reply.

The Supreme Court has held that a surety company on a highway contractor's bond is obligated to pay only claims for materials or supplies which have been consumed in the job. In other words, equipment purchased for the job and worn out on the job is a claim for which the bonding company can be held, but equipment or materials used on the job and which remain after the job is completed and are available for use on another job cannot be charged to the surety company.

The principal, or the contractor, is always liable for the full amount of any claim he may incur, but the surety company's liability is limited to those things which go into the job. In my opinion acceptance of the amount which the bonding company tenders does not relieve the contractor of its liability to pay the balance of the claim, but in this particular instance I think the surety company has taken an assignment of all funds or money earned under the contract, so acceptance of any amount from the bonding company may preclude you from realizing the balance of the debt out of money earned under the contract, and you will be confined to any other property which the contractor may have.

I cannot act as your counsel or even assume to advise you, but under the circumstances if I were in a like position and my total bill was $99.70 and I was tendered $80.55, I would accept it and relieve the surety company from further liability but I would not relieve the contractor.

Yours very truly,

J. M. DEVERS

JMD:PW

NOTED

REFERRED TO
Mr Baldock
BY SECRETARY

& note, return papers
HBG

REFERRED TO

Mr. Nemes

By State Highway Engineer

I believe you have already replied to this letter, but, if not, am sending it to you for your attention.

RECEIVED
JAN 13 1938
LEGAL DEPT

JAMES W. RODGERS

GERS' AUTO SUPPLY

ENTERPRISE, OREGON

Corner Main and River Streets
Telephone Main 14

RECEIVED
JAN 13 1938
OREGON
STATE HIGHWAY COMMISSION

January 10, 1937

tion with our Notice of Claim in the sum
he Consolidated Highway Company, which claim
office and acknowledged by you under date
37.
eceived no payment thereon, and are just in
rom attorneys for the U. S. Fidelity and
opy of which letter is enclosed herewith.
notice that they wish to deduct about 25% from the amount due because they state a portion of the goods were for permanent equipment.

Is it true that the Bonding Company is liable only for the portion of the account as they state? If so, how do we proceed to collect the balance of the amount due us? Are they bonded under some other Company for coverage on the amount deducted by this Company? The Consolidated Highway Company acknowledged our claim in full under date of August 6th, 1937, and promised payment on August 21st or 23rd. We did not, however, receive the payment.

Are we people who furnish goods for the construction of our highways, and incidentally pay for having them constructed, to be absolutely at the mercy of the contractors? If we are, the only possible course is to refuse to furnish them anything.

Please advise what course we may persue to collect balance of this account, if the bonding Co. is free to make the deduction which they claim.

Yours very truly,
Rodgers' Auto Supply

By Jas. W. Rodgers

Respectfully referred to State Highway Com.

STATE DEPARTMENT.

SECRETARY OF STATE
RECEIVED
JAN 12 1938
EARL SNELL

JAMES W. RODGERS

RODGERS' AUTO SUPPLY

ENTERPRISE, OREGON

Wholesale and Retail
Automobile Supplies
Parts and Accessories

Corner Main and River Streets
Telephone Main 14

RECEIVED
JAN 13 1938
OREGON
STATE HIGHWAY COMMISSION

January 10, 1937

Secretary of State,
Salem, Oregon.

Dear Sir:

In connection with our Notice of Claim in the sum of $99.79 against the Consolidated Highway Company, which claim was filed with your office and acknowledged by you under date of October 18th, 1937.

We have received no payment thereon, and are just in receipt of letter from attorneys for the U. S. Fidelity and Guaranty Company, copy of which letter is enclosed herewith.

You will notice that they wish to deduct about 25% from the amount due because they state a portion of the goods were for permanent equipment.

Is it true that the Bonding Company is liable only for the portion of the account as they state? If so, how do we proceed to collect the balance of the amount due us? Are they bonded under some other Company for coverage on the amount deducted by this Company? The Consolidated Highway Company acknowledged our claim in full under date of August 6th, 1937, and promised payment on August 21st or 23rd. We did not, however, receive the payment.

Are we people who furnish goods for the construction of our highways, and incidentally pay for having them constructed, to be absolutely at the mercy of the contractors? If we are, the only possible course is to refuse to furnish them anything.

Please advise what course we may persue to collect balance of this account, if the bonding Co. is free to make the deduction which they claim.

Yours very truly,
Rodgers' Auto Supply

By Jas. W. Rodgers

Respectfully referred to State Highway Com.

STATE DEPARTMENT.

SECRETARY OF STATE
RECEIVED
JAN 12 1938
EARL SNELL

COPY

Sheppard & Phillips,
Suite 1208 Public Service Building,
Portland, Oregon.

January 6, 1938

Rodgers' Auto Supply
Enterprise, Oregon.

Gentlemen:

This will advise you that we represent the United States Fidelity and Guaranty Company, who bonded the Consolidated Highway Company, Inc. on Contract No. 1929, State of Oregon, commonly known as the "Wallowa Job".

We have had turned over to us the claim in the sum of $99.79 against the Consolidated Highway Company, inc. In going over your invoices, I notice that you have listed 2 Zurk guns $10.30; 1 Bar bumper $3.75; 1 15" Crescent wrengh $1.99; 1 trouble lamp $2.50; 2 office keys 70¢; making a total of $19.24 which is a charge for permanent equipment that would not be a lien against the bond. This leaves a total of $80.55 that is apparently a charge against the bond for repairs and equipment that would wear out on the job. Under and by virtue of Section 7-154, I am authorized to tender to you the sum of $80.55 in payment of your lienable claim against this bond.

Will you kindly give me your advises due to the fact that it is the desire of the company to pay these claims immediately.

Very truly yours,

(Signed) Sheppard & Phillips
By W. F. Phillips.

SECRETARY OF STAT
RECEIVE
JAN 12 1938
EARL SNEL

40 D

RECE[illegible]ED
JAN 8 1938
FOR FILING

#1929

January 7, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising that the Union Pacific Railroad Company has filed a claim against the bond taken from the Consolidated Highway Company, Inc., in connection with their contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, State Highway Commission Contract No. 1929.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

AN

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661, Kenton Station
Portland, Oregon

January 7, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of January 4 with attached copies of notice of claim which has been filed by the Union Pacific Railroad Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1929 which was awarded to the Consolidated Highway Company for grading, surfacing and bituminous macadam on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

AM

Secretary

COPY

State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Union Pacific Railroad Company, a Utah corporation, has a claim for demurrage and reconsignment charges on five carloads of asphalt shipped by Shell Oil Company from Martinez and/or Casmalia, California, to Consolidated Highway Company, Inc. at Wallowa, Oregon, and there used on work being performed under contract with Oregon State Highway Commission, a copy of bills rendered on account of said charges being attached hereto and hereby made a part hereof, in the sum of Two hundred fifty-seven dollars and twenty-five cents ($257.25), against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company as surety, for the work of construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway under State Highway Contract No. 1929.

Dated at Portland, Oregon, January 3rd, 1938.

UNION PACIFIC RAILROAD COMPANY

By F. M. Finch
General Manager

STATE OF OREGON)
) ss.
County of Multnomah)

I, F. M. FINCH, being first duly sworn, depose and say: That I am General Manager of Union Pacific Railroad Company and am authorized to execute, verify and file the foregoing Notice of Claim; that I have knowledge of the facts stated therein,

COPY

State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Union Pacific Railroad Company, a Utah corporation, has a claim for demurrage and reconsignment charges on five carloads of asphalt shipped by Shell Oil Company from Martinez and/or Casmalia, California, to Consolidated Highway Company, Inc. at Wallowa, Oregon, and there used on work being performed under contract with Oregon State Highway Commission, a copy of bills rendered on account of said charges being attached hereto and hereby made a part hereof, in the sum of Two hundred fifty-seven dollars and twenty-five cents ($257.25), against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company as surety, for the work of construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway under State Highway Contract No. 1929.

Dated at Portland, Oregon, January 3rd, 1938.

UNION PACIFIC RAILROAD COMPANY

By F. W. Finch
General Manager

STATE OF OREGON)
) ss.
County of Multnomah)

I, F. W. FINCH, being first duly sworn, depose and say: That I am General Manager of Union Pacific Railroad Company and am authorized to execute, verify and file the foregoing Notice of Claim; that I have knowledge of the facts stated therein, and the same are true and correct.

F. W. FINCH

Subscribed and sworn to before me this 3rd day of January, 1938.

(SEAL) L. W. Hobbs
Notary Public for Oregon
My commission expires Sept. 8, 1939

* * * * * * * * * * *

Wallowa Oregon Station Oct. 12, 1937

Consignee CONSOLIDATED HIGHWAY CO. INC. Freight Bill No. -303-
Destination WALLOWA ORE.
Route SP PORT UP

To UNION PACIFIC RAILROAD COMPANY, Dr., For Charges on Articles Transported:

Waybilled from	Waybill Date and No.	Full Name of Shipper	Car initials and No.
Casmania Calif	Sept 8 1937	SHELL OIL C/N Tu 11042	SCCX 1229

Number of packages, articles and marks	Weight	Rate	Freight	Advances	Total
as corrected ASPHALT	78749	58½	460.68		
as should be do	do	do	460.68		
			2.25	Reconsign SP	
Correction Notice TU 11042					
Diff to Collect					2.25

WALLOWA OREGON Station Oct. 12 1937

CONSOLIDATED HIGHWAY CO, No. 312

Wallowa Ore 312 3/28/37

Martinez Calif Sept. 21 1937 SP 359 Shell Oil Co. SCCX 1000

Record	Month	Date	Hour	Rate		amount
Arrival of Shipment	9	26	9 AM	Deumurrage 4 days @	$2.00	8.00
Consignee notified	9	26	9 AM	7	5.00	35.00
Actually placed	9	26	9AM			
Released	10	11	5PM	Total to Collect		43.00

* * * * * * * * *

Wallowa Oregon Station Oct. 12, 1937

Consolidated Highway Co. 311

Wallowa Ore 311 Sept 28, 1937

Martinez Calif Sept. 21 1937 SP 358 Shell Oil Co GATX 4509

	Month	Date	Hour			
	9	28	9 AM	4	2.00	8.00
	9	28	9 AM	6	5.00	30.00
	9	28	9 AM			
	10	12	11 AM			38.00

* * * * * * * * *

Wallowa Oregon Oct. 11, 1937

Consolidated Highway Co Inc. 303

Wallowa Oregon. 303 Sept 24, 1937

CAsmalia Calif Sept. 8, 1937 # 5 Shell Oil Co. SCCX 1229

	Month	Date	Hour			
	9	23	9 AM	4	2.00	8.00
	9	23	9 AM	11	5.00	55.00
	9	23	9AM			
	10	9	5 PM			63.00

Free Time 4

Sundays 1

* * * * * * * *

Wallowa Ore Oct. 11, 1937

Consolidated Highway Co. Inc. 300

Wallowa Ore 300 Sept 23, 1937

Martinez Calif Sept. 19, 1937 SP 333 Shell Oil Co SCCX 1116

	Month	Date	Hour			
	9	23	9 AM	4	2.00	8.00
	9	23	9 AM	10	5.00	50.00
	9	25	9 AM			
	10	9	1 PM			58.00

* * * * * * * * *

Wallowa Oregon Oct. 9, 1937

Consolidated Highway Co. Inc. 297

Wallowa Ore 297 Oct. 22, 1937

Martinez Calif SP 313 Sept. 17, 1937 Shell Oil Co. SCCX 1277

	Month	Date	Hour			
	9	21	9 AM	4	2.00	8.00
	9	21	9 AM	9	5.00	45.00
	9	21	9 AM			
	10	8	2 PM			53.00

Endorsed: File No. 2751
Filed January 4, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 4, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Union Pacific Railroad Company for $257.25 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

40 D

RECEIVED
DEC 28 1937

December 27, 1937

Paul Bunyan Company,
La Grande, Oregon

Attention: G. L. Larison

Gentlemen:

Reply is made to your letter of December 23 in regard to the date of completion and acceptance by the Highway Commission of the Consolidated Highway Company's contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

Our records show that this job was completed on October 16, 1937 and was accepted by the State Highway Commission on November 17, 1937. According to our Attorney's construction of the law in regard to the filing of claims, you would have six months from November 17 within which to file your claim with the Secretary of State. If your claim is not filed within this six-month period, then the bond could not be held responsible and liable for the payment of the same.

Yours very truly,

HBG:MC

Secretary

Rock Creek - Wallowa

Completed Oct 12

Accepted Nov. 17

L BUNYAN COMPANY

LA GRANDE, OREGON

MANUFACTURERS' AGENTS FOR
GMC TRUCKS
BUICK AUTOMOBILES
STRUCTURAL STEEL

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

December 25, 1937

ate Highway Commission
egon

: Mr. H. B. Glaisy

:

ay writing Mr. W. F. Klein, Agent for the U. S.
and Guaranty Company, Board of Trade Bldg., Portland,
s per copy of letter attached.

From your letter of August 21, we quote the second paragraph:

> "It is noted that you have filed your claim with the Secretary of State. Such filing simply holds the bond responsible and liable for the payment of your claim subsequent to the expiration of a period of six months from the date of completion of the project in connection with which the claim incurred, and acceptance of the work by the Highway Commission."

We understand from your letter that we must file suit within six months of the date of completion of the project. Please advise if this project has been accepted, and if so, the date of acceptance of the work by the Highway Commission. If we have not interpreted your letter incorrectly, please straighten us out.

Sincerely yours,

PAUL BUNYAN COMPANY

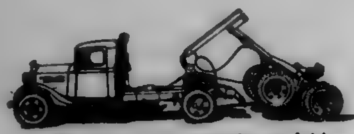
G L Larison

By

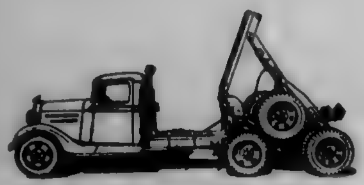
GLLarison:amh
Inc.

ANSWERED
H. B. G.

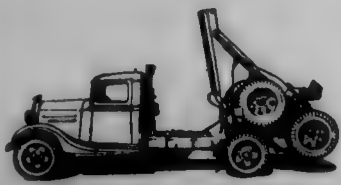
Second position, with "stinger" foldnd over and resting on bunk.



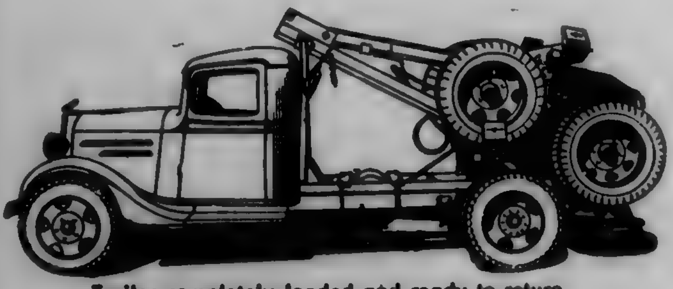
Hinge on tongue starting to fold.



Rear trailer wheels resting on ground and front wheels engaging ramps attached to truck bunks.



Wheels half way up the ramps.



Trailer completely loaded and ready to return to the woods. The loading and unloading of the trailer requires approximately 20 seconds.

PAUL BUNYAN COMPANY

MANUFACTURERS OF
PAUL BUNYAN TRAILER LIFTS
PAUL BUNYAN LOGGING TRAILERS
PAUL BUNYAN SEMI TRAILERS

MANUFACTURERS' AGENTS FOR
GMC TRUCKS
BUICK AUTOMOBILES
STRUCTURAL STEEL

LA GRANDE, OREGON

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

December 25, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisy

Gentlemen:

We aretoday writing Mr. W. F. Klein, Agent for the U. S. Fidelity and Guaranty Company, Board of Trade Bldg., Portland, Oregon, as per copy of letter attached.

From your letter of August 21, we quote the second paragraph:

> "It is noted that you have filed your claim with the Secretary of State. Such filing simply holds the bond responsible and liable for the payment of your claim subsequent to the expiration of a period of six months from the date of completion of the project in connection with which the claim incurred, and acceptance of the work by the Highway Commission."

We understand from your letter that we must file suit within six months of the date of completion of the project. Please advise if this project has been accepted, and if so, the date of acceptance of the work by the Highway Commission. If we have not interpreted your letter incorrectly, please straighten us out.

Sincerely yours,

PAUL BUNYAN COMPANY

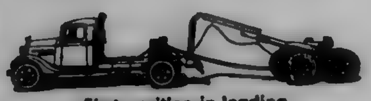
G L Larison

By

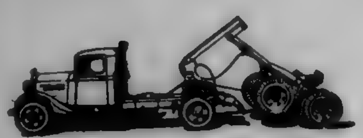
GLLarison:amh
Inc.

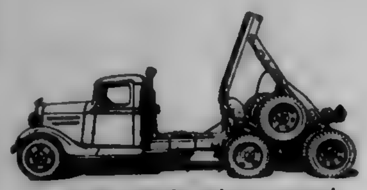
ANSWERED
H. B. G.

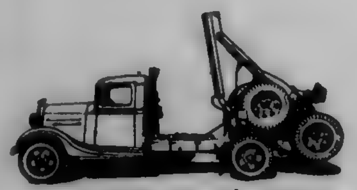
Logs unloaded, trailer ready to return to woods.

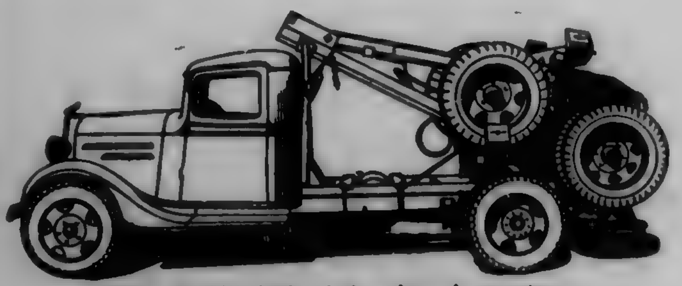

First position in loading trailer on truck.

Second position, with "stinger" folded over and resting on bunk.


Hinge on tongue starting to fold.


Rear trailer wheels resting on ground and front wheels engaging ramps attached to truck bunks.


Wheels half way up the ramps.


Trailer completely loaded and ready to return to the woods. The loading and unloading of the trailer requires approximately 20 seconds.

December 23, 1937

Walter F. Klein
Agent, U.S. Fidelity and Guaranty Co.
Board of Trade Building
Portland, Oregon

Dear Mr. Klein:

Under dateof August 10, we sent you a statement and copy of our charge against the Consolidated Highway Company, Incorporated and we feel, in checking through this correspondence, that it will be impossible to collect our claim from the Consolidated Highway Company and must, therefore, make a demand upon the U. S. Fidelity and Guaranty Company for the amount of our bill.

We are inclosing herewith, three copies of the original invoice and request payment by return mail. We are advised by the Highway Commission that if we do not receive payment from either the contractor or from the bonding company within a reasonable length of time, that it will be necessary for us to file suit against the bonding company.

We therefore, expect payment by January 1, or a letter giving us some definite date when payment will be made, otherwise we will start suit on January 3. Please let us hear from you by return mail.

Very truly yours,

PAUL BUNYAN COMPANY

By

GLLarison:amh
Inc.

RECEIVED
JAN 3 1938
FOR FILING

#1929

40 D

December 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 22, enclosing three copies of a notice of claim by Tom Lillebo for $226.78 against Consolidated Highway Company, Inc., for work in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Oregon, being State Highway Contract No. 1929.

We have noted this claim in our records of this job and will forward notices to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

REFERRED TO
BY SECRETARY

December 27, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by Tom Lillebo for $226.78 against Consolidated Highway Company, Inc., for work done in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Oregon, being State Highway Contract No. 1929.

Inasmuch as you are named as surety on the bond furnished by the contractor, we are forwarding to you one of these copies of notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HML

cc - Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

Walter F. Cline, Local Agent
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 22, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Tom Lillebo for $226.78 against the bond taken from Consolidated Highway Company, Inc, pri cipal, and U.S. Fidelity & Guaranty Company, surety, for work on the Wallowa Lake Highway which was received and filed in this office on December 18th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

COPY

TOM LILLEBO
Reedsport, Oregon

Medford, Oregon
December 17 1937

To Consolidated Highway Company, Inc.
and State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned Tom Lillebo has a claim for syphons constructed at Engineer's Stations 595-55 and 676-24.6, requiring 9.86 cubic yards of concrete on Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Oregon, in the sum of Two Hundred Twenty-six and 78/100 ($226.78) Dollars against the bond taken from Consolidated Highway Company, Inc., and United States Fidelity and Guaranty Company of Baltimore, Maryland, its surety, for the work construction the two syphon boxes above described.

TOM LILLEBO

Endorsed: File No.2743
Filed December 18, 1937
EARL SNELL
Secretary of State

RECEIVED
DEC 16 1937
FOR FILING
40-8

December 15, 1937

WALLOWA HARDWARE & IMPLEMENT COMPANY
Wallowa
Oregon

Gentlemen:

Hon. Earl Snell, Secretary of State, has referred to this office your letter of the 13th instant, in regard to your claim against the Consolidated Highway Company, Inc., inquiring when you may expect payment of your claim. In reply thereto will say, that I regret that I cannot give you such information, as that is a matter strictly between yourselves and the contractor or his bondsmen.

I would suggest that you make demands on the bonding company, which is the United States Fidelity & Guaranty Company, for whom Walter F. Cline is local agent, with offices in the Board of Trade Building, Portland, and McCallister and Campbell are general agents, located at 800 Central Building, Seattle. If you do not secure satisfaction by so doing, then I would suggest that you place your claim in the hands of your attorney for court action.

Very truly yours,

Secretary

HDG:[illegible]

Dec. 15, 1937

H. B. G.

The claim of this firm in the amount of $124.90, was received from the Secretary of State on October 6, 1937, and has been properly filed.

The claim is against Cont. #1929 - Rock Creek-Wallowa Section in Wallowa County. There are many claims against this job and to date we have not been advised that any of them had been paid.

J. McFarland.

---

office to be filed against the United States Fidelity and Guaranty Company. Our claim amounts to $124.90 and we are just wondering if you can advise when we may expect payment.

Thanking you for a reply, we are

Yours truly,

WALLOWA HDWE. & IMP. CO.

Bruce Cox

BC:fm

Respectfully referred to State Highway Commission

STATE DEPARTMENT

REFERRED TO
Jim
BY SECRETARY
Check up on this

ANSWERED
H. B. G.

SECRETARY OF STATE
RECEIVED
DEC 14 1937
EARL SNELL

WALLOWA HARDWARE AND IMPLEMENT CO.
BUILDERS' HARDWARE · DOORS AND WINDOWS
HARDWARE AND SADDLERY
PAINTS · OILS
PLUMBING SUPPLIES
IMPLEMENTS · FURNITURE
Wallowa, Oregon

December 13, 1937

RECEIVED
DEC 15 1937
OREGON
STATE HIGHWAY COMMISSION

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

On October 1 we filed with the Oregon State Highway Commission our claim against the Consolidated Highway Construction Co., Inc. against the construction of the Wallowa-Rock Creek Section of the Wallowa Lake Highway in Wallowa County.

On October 4 this letter was forwarded to your office to be filed against the United States Fidelity and Guaranty Company. Our claim amounts to $124.90 and we are just wondering if you can advise when we may expect payment.

Thanking you for a reply, we are

Yours truly,

WALLOWA HDWE. & IMP. CO.

Bruce Cox

BC:fm

Respectfully referred to State Highway Commission

STATE DEPARTMENT

REFERRED TO [illegible]
BY SECRETARY
Check upon this
[illegible]

ANSWERED
H. B. G.

SECRETARY OF STATE
RECEIVED
DEC 14 1937
EARL SNELL

#1929

RECEIVED
DEC 11 1937
FOR FILING
40-B

December 11, 1937

General Petroleum Corporation,
815 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Chas. A. Gronn.

Gentlemen:

Reference is made to your letter of December 10th payments to the Consolidated Highway Company, Inc., in connection with their contract No. 1929, Rock Creek-Wallowa Section in Wallowa County.

You are advised that the figures which we gave you in our letter of November 26th were taken off an early estimate and were in error. The correct figures on this contract are as follows: Paid to date: $54,094.56, Retained percent $1,675.03.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

December 10, 1937

Oregon State Highway Commission
Salem, Oregon.

Attention: Mr. J. McFarland

Consolidated Highway Co., Inc.,
Contract No. 1929 - $9,366.85

Gentlemen:

In your letter of November 26th you advised us that the above Contract was completed October 16th, and was accepted on November 17th, 1937. Further, that the State had paid $33,946.68, and the retained percentage was $3,984.20, making a total of $37,930.88; however, it was our understanding that the amount of this Contract was $53,122.60.

We will appreciate any information you may be in a position to furnish us relative to the difference between the amount of the Contract, and the amount paid to the Consolidated Highway Company.

Very truly yours,

Chas. A. Cronn
DIVISION CREDIT MANAGER

CAC:GGT

E-$55,767.59
R.- 1,673.03
P1-$54,094.56

[illegible]

FORM 3031

#1929

40-8

December 3, 1937

Mr. John J. Dunn
324 Henry Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 30th ultimo advising us of the balance due you in the amount of $1175.15 from the Consolidated Highway Company, Inc., for serviced rendered that company in connection with its contract with the State Highway Commission for the construction of several state highway projects.

I am filing your claim in the records of the jobs to which it refers. I note that you have already filed the claim with the local and Seattle agents of the United States Fidelity & Guaranty Company which wrote the bond in connection with each job. I think you should also file notice of your claim with the Secretary of State in order to meet the legal requirements.

Very truly yours,

HBG:AM

Secretary

RECEIVED
DEC 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

324 Henry Bldg
Portland, Oregon
November 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Below is a copy of a bill I have against the Consolidated Highway Co., Inc. of Portland, on which I have received no payment except as shown:

Back Salary, Dec. 5, 1936 to March 27, 1937				
16 weeks @ $37.50			600.00	
June 20-23, 1937, inclusive				
½ weeks @ $60.00			30.00	630.00

Verbal agreement made with Mr. Logan, Pres., April 8, 1937, to cut my slary from $75.00 to $60.00 per week until such time as the company received another job. Salary was then to be increased to $90.00 per week, or $30.00 per each additional job until salary reached $120.00 per week. Jordan Valley job awarded to company June 1, 1937

Salary from June 1 to June 23, 1937				
3 weeks at $30.00				90.00
Rental--Elevator and Conveyor Equipment				
3 months at $60.00				180.00
Use of personal car--- --				
51262				
19424				
31838				
Less 6000 miles personal use				
25838 mi.@ $.05			1291.90	
Credits-----				
Gas 1857 gals. @ $	.25	464.25		
25 oil changes	1.50	37.50		
30 grease jobs	1.00	30.00		
6 tires	15.00	90.00		
Misc. repairs		65.00		
Payments Adv. (6)	25.00	150.00	836.75	455.15
				1355.15
Less check #988 received Sept. 25, 1937 On account				180.00
Balance Due---------------- ------				1175.15

The above bill was contracted on the Toledo, Wallowa, Pendleton and Jordan Valley jobs awarded to the Consolidated Highway Co., Inc. by the Oregon State Highway Commission.

In additon to the above bill, I was promised a bonus on the Toledo and Newport jobs.

Yours very truly,

John J. Dann
John J. Dann

cc: Walter F. Cline
McCollister & Campbell

#1929

ALLIS-CHALMERS TRACTORS
AND ROAD MACHINERY

HUDSON & TERRAPLANE CARS
WHITE & INDIANA TRUCKS

Chandler Tractor & Equipment Co.
1311 WASHINGTON AVENUE
PHONE MAIN 175
La Grande, Oregon

RECEIVED
DEC 8 1937
FOR FILING
40-D
Copy

RECEIVED
DEC 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

December 2, 1937

Mr. Kline,
U. S. Fidelity and Guaranty Co.,
Portland, Oregon.

Gentlemen:

We have repeatedly requested the Consolidated Highway Co. Inc., for payment of a balance of $24.86, due us from them, and on September 27, 1937 wrote you regarding this balance.

We havehad one reply from the Consolidated Highway Co., under date of August 6, 1937, saying that they expected a payment on the job on or about August 21, or 23, and that they would pay this account by this time. However, we have not as yet had the courtesy of a reply to the letter that we wrote you September 27.

We are forwarding this by registered mail, together with a request for a return receipt. If we do not hear from you within a reasonably short time, we will make every effort to collect same by action in the courts.

Very truly yours,

CHANDLER TRACTOR & EQUIPMENT CO.

Earl E Chandler

Earl E. Chandler,

President.

EEC:g
cc Sec. of Oregon State Highway Commission.

NOTED

FORM 5-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

40-6

November 29, 1937.

Mr. Edward Chidsey,
Resident Engineer,
La Grande, Ore.

Dear Sir:

Will you please submit constructed line map for the Rock Creek-Wallowa Section of the Wallowa Lake Highway, at your early convenience, in order that our file records will be complete.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓
W. C. Williams

RECEIVED
NOV 29 1937
FOR FILING
40 D

November 27, 1937.

Hon. Earl Snell,
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of November 23 and 24 enclosing three copies of each of the following notices of claim against Consolidated Highway Company, Inc.:

Claim by Phoenix Iron Works for $35.30 for work on the Rock Creek Section of the Wallowa Lake Highway, Contract No. 1929; #1929 40-D

Claim by A. A. McKay for $107.72 in connection with the construction of the Corvallis-Newport Highway, Toledo-Simpson Creek Section, being Contract No. 1851. #1851 150-E

We are noting these claims in our records of this job and shall forward copies of the same to the contractors and their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 27, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of the following notices of claim against the Consolidated Highway Company, Inc., from the office of the Secretary of State:

> Claim by Phoenix Iron Works for $55.30 for work and materials furnished in connection with the construction of the Rock Creek Section of the Wallowa Lake Highway, Contract No. 1929;
>
> Claim by A. A. McKay for $107.72 for materials furnished in connection with the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1861.

We hand you herewith a copy of each of these notices of claim for your information and attention, inasmuch as you are named surety on the bond furnished by the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG

cc - Consolidated Highway Company, Inc.
Box 5061 Kenton Station, Portland

Walter F. Cline, Resident Agent
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 26 1937
OREGON
STATE HIGHWAY COMMISSION

November 24, 1937

Oregon State Highway Commissioh
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Phoenix Iron Works for $35.30 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Rock Creek section of the Wallowa Lake Highway, contract No. 1929, which was received and filed in this office on November 23rd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

Mrs Lewis
prepare usual letters

COPY

TO THE STATE OF OREGON and TO THE OREGON STATE HIGHWAY COMMISSION, an agency of said State:

Notice hereby is given that the undersigned, Phoenix Iron Works, a corporation, duly organized and existing under and by virtue of the laws of the State of Oregon has a claim for labor and materials furnished in the repair of equipment and furnishing of new parts to equipment in the sum of $35.30 against the bond taken from Consolidated Highway Company, Inc. with United States Fidelity and Guaranty Company as surety for the work of regrading, surfacing and oil mat treatment on the Rock Creek in Wallowa Section of the Wallowa Lake Highway in Wallowa County, State of Oregon, (State Highway Contract No. 1929). Itemized statement of said repair work which was furnished on and between May 20, 1937, and July 2, 1937 is hereto attached. Said repairs and new parts were necessary to enable said Consolidated Highway Company, Inc. to perform its said contract.

DATED at Portland, Oregon, the 22nd day of November, 1937.

PHOENIX IRON WORKS

By L. Steinhauser
Secretary

* * * * * * *

PHOENIX IRON WORKS
300 S. E. Hawthorne Blvd.

Portland, Oregon May 20, 1937
Sold to
Consolidated Highway Company
817 Henry Bldg., Portland, Oregon
Our Order No. 45592
Your Order No. 487
Shipped to Wallowa

1 - Flat Screen 5/16 x 2' x 6'6" - 2½" holes $13.00

- - - - - - - - - -

May 24, 1937
Our Order No. 45647
Your order No. 503
Shipped to Wallowa

1 - Flat Screen 2 ft x 6 ft - 1½" perf.
1/4 " plate $10.30

- - - - - - - - - -

July 2, 1937
Our order No. 46026
Your order No. 652

Repair Tongue on Trailer $12.00

Endorsed: File No. 2732
Filed November 23, 1937
EARL SNELL, Secretary of State

#1929

RECEIVED
PER

40-2

November 27, 1937

Mr. Roy F. Shields
Union Pacific Railroad Company
727 Pittock Block
Portland, Oregon

Dear Sir:

Reply is made to your letter of the 24th instant in regard to the contract of the Consolidated Highway Company, Inc., with the Oregon State Highway Commission for road construction work in Wallowa County. I note that the railroad company has a claim against the contractor for transportation of asphalt used in connection with this job.

We offer as protection of such claims a bond furnished by the Consolidated Highway Company, Inc. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington.

The job to which you refer is State Highway Contract No. 1929 for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway. The records indicate that the job was completed on October 16 and was accepted by the Commission on November 17, 1937.

Very truly yours,

HBG:AM Secretary

Consolidated Highway Co.
[illegible]
[illegible]

November 27, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim from the Union Pacific Railroad Company against the Consolidated Highway Company, Inc., representing transportation on asphalt used in connection with the Company's contract, No. 1929, for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County. The exact amount of the claim was not stated.

We are giving you this information inasmuch as you appear surety on the bond furnished by the company in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

Form 8530-A
10-37-5,000

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS,
GENERAL SOLICITOR
MAGUIRE, SHIELDS & MORRISON,
GENERAL ATTORNEYS
FREDERICK J. BETZ,
ASSISTANT GENERAL ATTORNEY
LAWRENCE W. HOBBS,
ATTORNEY

727 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
26 1937
OREGON
STATE HIGHWAY COMMISSION

November 24, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

During the month of October, 1937, this company transported for the Consolidated Highway Co. Inc., five carloads of asphalt from Martinez and Casmalia, California, to Wallowa, Oregon, where the same were turned over to the contractor for use in the prosecution of work being performed under contract with your Commission.

Certain transportation charges on these shipments remain unpaid, and it may become necessary for us to file the notice required by Section 67-1101, Oregon Code 1930, as amended, in order to recover the charges in question under bond which we presume was required by the State on the contract covering the work being performed.

Will thank you if you will advise whether or not the Consolidated Highway Co. Inc. furnished a bond or bonds in connection with their State highway work in the vicinity of Wallowa, Oregon, and if so the name or names of the sureties thereon. Also a brief description of the work concerning which said bond or bonds were taken, the date of the acceptance of the work by the State, if the same has been completed and accepted, and the number or other designation given by the State to the work covered by the contract.

Your attention to the above entitled matter will be greatly appreciated.

Very truly yours,

Roy F. Shields

LWH t

ANSWERED
H. B. G.

Baldock

RECEIVED
DEC 15 1937
FOR FILING

40-8

FINAL COST ANALYSIS

Nov. 26th, 1937

Wallowa Lake Highway, Rock Creek-Wallowa Section
Contract 1929, Prefix 32-1102
Consolidated Highway Co., Inc., Contractors
E. F. Chidsey, Resident Engineer

Item	Cost	Quantity		Approx. Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,015.00	100%				$1,220.00
Trench Excavation	460.02	418.2	cu. yd.	1.10	2.00	836.40
Excavation, Single Class	17,086.45	29,800.8	cu. yd.	0.57	0.32	9,536.26
Overhaul	611.97	15,299.2	yd. sta.	0.04	0.02	305.98
Truck Haul	777.75	2,592.5	yd. mi.	0.30	0.16	414.80
Special Borrow	8,153.68	20,184.2	cu. yd.	0.40	0.29	5,853.42
Hauling Special Borrow	3,857.50	16,072.9	yd. mi.	0.24	0.12	1,928.75
Finishing Roadbed & Slopes	2,595.30	4.22	Miles	615.00	500.00	2,110.00
Rounding Cutbanks	391.70	3,917	lin. ft.	0.10	0.10	391.70
18" Corr. Iron Siphon Pipe	159.60	76	lin. ft.	2.10	2.24	170.24
18" Corr. Iron Pipe	483.60	264	lin. ft.	1.95	2.00	528.00
24" " " "	359.60	116	lin. ft.	3.10	2.94	341.04
Class "A" Concrete	315.52	9.86	cu. yd.	32.00	30.00	295.80
Selected Roadbed Topping	9,603.50	21,007	cu. yd.	0.45	0.29	6,092.03
Hauling " "	3,903.63	19,614.5	yd. mi.	0.20	0.10	1,961.45
Crushed Gravel Surfacing	8,931.32	3132 ~~[illegible]~~	cu. yd.	2.85	1.61	5,042.52
Filler	700.50	1,401	cu. yd.	0.50	0.40	560.40
Hauling Filler	387.75	1,551	yd. mi.	0.25	0.20	310.20
Sprinkling	1,358.38	876,375	M-Gal.	1.55	1.70	1,489.84
Preparation of Base	1,266.00	4.22	Miles	300.00	200.00	844.00
Mineral Aggregate	10,425.25	2,453	cu. yd.	4.25	2.91	7,138.23
No. 3 Road Oil in Place	7,104.56	218.02	Tons	32.59	24.50	5,341.49
PA #1 30" Corr. Iron Siphon Pipe	270.00	60	lin. ft.	4.50	4.75	285.00
PA #1 Salvaging Culvert Pipe	331.00	331	lin. ft.	1.00	1.00	331.00

Item		Cost	Quantity	Approx. Unit Cost	Unit Bid	Gross Revenue
PA #2	Emul. Asphalt in Place	$1,702.57	53.54 Tons	31.80	28.30	$1,515.18
PA #3	12" Corr. Iron Pipe	18.00	12 lin. ft.	1.50	1.50	18.00
PA #4	Min. Aggr. in Stockpile	780.85	339.5 cu. yd.	2.30	1.00	339.50
PA #4	Screen Rejections in Stpl.	64.28	257.1 cu. yd.	0.25	0.25	64.28
PA #4	Surf. Rock in Stockpile	1,100.86	733.9 cu. yd.	1.50	0.50	366.95
Force Account		135.13				135.13
		$84,351.27				$55,767.59

Total Cost	$84,351.27
Gross Revenue	55,767.59
Net Loss	$28,583.68

Net Loss Equals 51% of Gross Revenue

Rock Creek-Wallowa Section

Detail of Cost

Labor:			
Supervision		$3,138.25	
Labor		28,695.84	
State Industrial Accident Insurance		1,591.70	
Social Security & Unemployment Insurance		936.78	
			$34,362.57
Materials:			
18" Corr. Iron Siphon Pipe	76 lin. ft. at 1.65	125.40	
18" " " Pipe	264 lin. ft. at 1.42	374.88	
18" Bands	17 each at 2.42	41.14	
24" Corr. Iron Pipe	116 lin. ft. at 2.20	255.20	
24" " " " Bands	6 each at 2.80	16.80	
30" Corr. Iron Siphon Pipe	60 lin. ft. at 3.69	221.40	
30" " " " " Bands	2 each at 3.03	6.06	
12" Corr. Iron Pipe	12 lin. ft. at 1.03	12.36	
12" " " " Bands	1 each at 1.79	1.79	
Cement	15 Bbls. at 3.20	48.00	
No. 3 Road Oil	218.2 Tons at 20.20	4,407.00	
Emulsified Asphalt	53.54 Tons at 23.20	1,242.13	
			6,752.16
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		15,453.50	
Hired Trucks		8,046.70	
Hired Equipment		1,832.00	
Gas, Oil & Grease		9,494.03	
Small Tools, Supplies, Repairs & Misc. 35%		4,337.27	
Moving In and Out		2,400.00	
Bond 1% of Gross Revenue		557.68	
Home Office 2% of Gross Revenue		1,115.36	
			43,236.54
Total Cost			$84,351.27

REMARKS:

This contract consisted of the regrading, surfacing and oiling of 4.28 miles of roadway. It was bid on Oct. 1, 1936 and awarded Oct. 28. Work was started Nov. 28, 1936 and finished Oct. 16, 1937. The contract, however, specified that the work be completed by Aug. 31, 1937.

The clearing work was almost completed before severe winter weather made it necessary to close down Jan. 7th, 1937. Up to this time very little grading work had been accomplished, although the weather had been ideal for it.

Work was again started on Feb. 22nd, when the weather lost some of its winter harshness. With the advent of the spring thaw and rain, excavation of the low ground which parallels the river was made exceedingly difficult and resulted in the continual miring down of the equipment in the soft and muddy material to be excavated. A principal part of the excavation consisted of three channel changes of about 18,000 cubic yards and was moved with slow progress by a shovel of 3/8 cu. yd. capacity and a cat and scraper.

The special borrow was composed mostly of gravel and talus material, and it prooved a boon to traffic, as its application helped to stabilize the muddy condition of the road.

The topping consisted of pit run gravel which was picked up with the 3/8 yd. shovel and trucks from pits conveniently located along the roadway. Inadequate equipment to handle the material on the road slowed production and increased cost.

For the production of crushed material a small plant, consisting of a 8" gyratory crusher and two screens powered by an 80 H.P. diesel engine, was constructed in pit at Station 579. A dragline was used to drag the gravel from pit to crusher. About 3,800 cu. yds. of 1¼" surfacing and 2,600 cu. yds. of oil rock were produced. The cost of the crushed rock was greatly increased by an overly large amount of setting-up expense, intermittent operation and breakdowns.

On July 20th, the road was ready for the oiling operations, but it was Sept. 24th, before this work started. A great deal of expense was accummulated in keeping the surfacing in shape. Due to inadequateequipment and the lateness of the season, progress on this phase of the job was retarded to a marked degree.

The job shows a large loss and was caused mainly by poor management. Although the job was bid fairly low, considering the severity of winter and early spring weather in this section of the state, an efficient contractor would have taken advantage of the fair weather during the months of November and December 1936 by bringing enough equipment on the job to finish grading and topping before winter shutdown, thereby eliminating the necessity of having to work in rain and mud. The work on this project was done in a very inactive manner, the contractor being content to move along at a slow and unprogressive pace. Also, financial difficulties forced the contractor to resort to the use of what he called "treasury certificates" inpayment of labor.

Remarks (Cont'd)

In view of the fact that the contractor's bookkeeping system is in a scrambled condition, it is impossible to arrive at a true cost, and consequently this report can only be approximate.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1929

RECEIVED
NOV 26 1937
FOR FILING
40-9

November 26, 1937

General Petroleum Corporation,
815 S. W. Alder St.,
Portland, Oregon.

Attention: Mr. Chas. A. Green.

Gentlemen:

Reference is made to your letter of November 24th concerning the Consolidated Highway Co. Inc., Contract No. 1929, Rock Creek-Wallowa Lake Section in Wallowa County.

You are advised that this contract was completed October 16, 1937, and was accepted November 17, 1937. The total amount paid the contractors to date is $55,946.68, and the retained percentage is $5,984.20.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
1937
STATE HIGHWAY COMMISSION

November 24, 1937

Oregon State Highway Commission
Salem, Oregon.

Consolidated Highway Co., Inc.,
Wallowa Lake Highway Project 40-D
Contract No. 1929 - $9,366.85

Gentlemen:

We will thank you for advising us the date on which this contract was completed, and if the Consolidated Highway Company, Inc., has received their final estimate.

Very truly yours,

Chas. A. Cronn
DIVISION CREDIT MANAGER

CAC:GGT

Pd - $33,946.68
Ret. - $3,984.20

FORM 3031

[illegible] 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

November 24, 1937

40-8

Consolidated Highway Company, Inc.
517 Henry Building
Portland, Oregon

Dear Sirs:

As you will recall a price agreement was issued whereby the State Highway Commission would purchase the excess crushed rock stockpiled on your Rock Creek-Wallowa project, providing that a five year lease was furnished for the property upon which you have piled the material.

I am advised by Cecil Carlsman, an attorney at law at Wallowa, that the owner of the property, Mr. Roy Schaeffer, will not give a lease for any period longer than next spring. The rock on this property will be of no value to the State Highway Commission unless we have at least five years time to use up the same, so that unless the five year lease is furnished as stipulated in the price agreement, we will be unable to make payment for the crushed gravel.

Will you please advise what your intentions are in this matter?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
CC H. G. Smith
CC United States Fidelity and Guaranty Co
615 Board of Trade Building
Portland
CC R. H. Baldock

...IONERS
...BELL, CHAIRMAN, PORTLAND
HENRY ...CH, PENDLETON
E. B. A...ELLE, JACKSONVILLE
F. L. ...
H. ...AISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1937
... COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 19, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H.Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am in receipt of a letter from Cecil Chrisman, Attorney at Law, Wallowa, advising that Roy Schaeffer, who owns the land on which the Consolidated Highway Company, Inc. stockpiled excess crushed rock on the Rock Creek-Wallowa project, will not execute a lease for a period longer than one year and he demands that all rock be cleaned up on the expiration of said lease.

This is the lease for the property on which the rock is stockpiled that was to be purchased from the Consolidated Highway Company, Inc. under price agreement. The price agreement specified that five year lease would be furnished. Under the circumstances, no payment should be made to the Consolidated Highway Company, Inc. for this crushed rock until such time as they have furnished a satisfactory lease as specified in the price agreement.

I would appreciate your advising me what disposition is being made of this in the settlement of their final estimate.

Very truly yours

WCWilliams

W. C. WILLIAMS
Division Engineer

NOTED
State Highway Engineer

WCW:MA
cc R. H. Baldock ✓
S. H. Probert

FORM 1-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

40-8

November 23, 1937

Mr. W. C. Williams
Division Highway Engineer
LaGrande, Oregon

Dear Sir:

In your letter of November 19 you stated that the five-year lease stipulated on Price Agreement No. 4, in connection with the purchase of oil rock left on hand at the completion of the Rock Creek-Wallowa project, Contract No. 1929, had not been obtained.

Your letter of October 29, concerning the purchase of this material, arrived after the material had been included for payment on the semi-final estimate for this project and it is our intention to deduct this item from the final estimate unless the lease has been obtained as stipulated on the price agreement.

We suggest that you advise the Consolidated Highway Company and their surety, United States Fidelity & Guaranty Co., c/o Walter F. Cline, 615 Board of Trade Building, Portland, to whom their payments have been assigned, of our intentions, placing further action on the matter in their hands.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. G. Smith
Construction Engineer

Dict. by M. H. Milner/GS

cc Mr. R. H. Baldock ✓
Mr. S. H. Probert

RECEIVED
NOV 23 1937
FOR FILING

40-D

40-D #1929
150-C #1851

November 22, 1937

J. C. Compton Company

McMinnville, Oregon

Attention: Glen H. Rowell

Gentlemen:

This acknowledges your letter of the 20th instant advising us of your claim against the Consolidated Highway Company for rent due on equipment used by the Consolidated Highway Company in connection with its contracts with the State Highway Commission for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851, and the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Contract No. 1929, said claims being in a total amount of $777.50.

We are filing these claims in the records of the jobs and are today bringing them to the attention of the United States Fidelity & Guaranty Company which wrote the bond furnished by the contractor in connection with both jobs.

It is noted that you have already filed notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, which satisfies the legal requirements in order to hold the surety responsible and liable for your claim, and that you have also made demand on the surety. It is hoped that you will receive satisfaction in the near future.

Very truly yours,

Secretary

HBG:AM

November 22, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim in the amount of $272.50 from J. G. Compton, McMinnville, Oregon, against the Consolidated Highway Company in connection with its contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Contract No. 1929. This claim is for rent due on equipment.

This notice is being sent you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job. Will you kindly give this your prompt attention.

Very truly yours,

HDG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

108

RECEIVED
NOV 22 1937
OREGON
STATE HIGHWAY COMMISSION

J. C. COMPTON
General Contractor
McMINNVILLE, OREGON

November 20, 1937

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be advised that on November 18, 1937, we filed a claim against Consolidated Highway Company, Inc., for rent due on equipment, with the Secretary of State.

You will find enclosed copies of acknowledgment for filing the claim with the Secretary of State that are self-explanatory as to the amounts and the jobs on which the claims were filed. Also enclosed is a copy of the invoice.

We have notified the bonding company as to the unpaid rent bills on the two jobs but to date have received payment of the account.

Anything you can do toward a collection of the account will be appreciated.

Yours very truly,

J. C. COMPTON COMPANY

Glen L. Rowell

By: GLEN L. ROWELL

GLR JM
enc. 3

ANSWERED
H. B. G.

IN ACCOUNT WITH

J. C. COMPTON CO.

GENERAL CONTRACTORS

SKILL
INTEGRITY
RESPONSIBILITY

GENERAL OFFICE
McMINNVILLE
OREGON

TELEPHONE
106

McMinnville, Oregon

November 1, 1937.

Consolidated Highway Co., Inc.
Box 5661 Kenton Station,
Portland, Oregon.

Toledo Job, State No. 1851:		
Roller Rent September 4 to September 19 @ $ 10.00 per day		$ 160.00
Retort Rent August 22 to September 22 @ $ 300.00 per Mo.		300.00
Repairs to roller		45.00
		$ 505.00
Wallowa Job, State No. 1929:		
Retort Rent Sept. 22 to October 15, 1937 24 days @ $ 10.00 per day	$ 240.00	
Therometer broken in transit	17.50	
Damage to tire	15.00	
	$ 272.50	272.50
		$ 777.50

COPY

C
O
P
Y

Received From Earl Snell
Secretary of State
Salem, Oregon

November 18, 1937

Mr. J. C. Compton
McMinnville, Oregon

Dear Mr. Compton:

Acknowledgment is made of your notice of claim in the sum of $272.50 against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company, surety, for the work of grading, surfacing and oiling, Rock Creek-Wallowa Section of the Wallowa Lake Highway, Oregon State Highway contract No. 1929.

The notice has been duly filed today.

At the time of acknowledging your notice of claim for $505.00, the acknowledgment of the above was overlooked.

Copies of the claims are being sent to the State Highway Commission for their files.

Yours very truly,

(signed) Earl Snell

Secretary of State

S:FL

COPY

40D

November 30, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of each of the following notices of claim against the Consolidated Highway Company, Inc.:

1. J. C. Compton, for rent of a roller and asphalt retort in connection with work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (Contract No. 1[illegible]) in the sum of $505.00

2. J. C. Compton, for rent of an asphalt retort in connection with work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, (Contract No. 1929), in the amount of $272.50

3. Hale & Yturri, for supplies and provisions furnished in connection with work on the East Unit, Jordan Creek Section, of the I.O.N. Highway, in Malheur County (Contract No. 1984) in the sum of $2629.09

We are sending you herewith for your information and attention a copy of each of these notices of claim, inasmuch as you are surety on the bonds furnished by the contractor, to whom also copies are being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]
cc - Consolidated Highway Co., Inc.
cc - Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 20 1937
OREGON
STATE HIGHWAY COMMISSION

November 19, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by J. C. Compton for $272.50 against the bond taken from Consolidated Highway Company, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

Mrs Lewis
[illegible]

COPY

To Secretary of State, State of Oregon;

Notice is hereby given that the undersigned, J. C. Compton, McMinnville, Oregon, has a claim for the rent of an asphalt retort in the sum of Two Hundred Seventy Two Dollars and Fifty Cents $272.50 against the bond taken from Consolidated Highway Company Inc., principal and United States Fidelity and Guaranty Co. surety, for the work of grading surfacing and oiling, Rock Creek-Wallowa Sect. of the Wallowa Lake Highway, Oregon, State Highway Contract #1929.

J. C. Compton

By Mose T. Compton
Attorney in fact

#1929

RECEIVED
NOV 19 1937
FOR FILING
40-D

November 18, 1937

Keltner & Skaggs

Enterprise, Oregon

Gentlemen:

I have just received from Honorable Earl Snell, Secretary of State, a copy of the notice of claim that you have filed in his office against the bond furnished by the United States Fidelity & Guaranty Company, such claim being in the amount of $26.90. You failed to state the name of the contractor who incurred this expense so I am unable to follow the usual procedure with respect to notifying the contractor and the surety that the claim has been filed.

Kindly furnish me with such information. I would also suggest that you file a amended notice with the Secretary of State containing such information.

Very truly yours,

HBG:AM

Secretary

November 18, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges your letter of the 17th instant inclosing three copies of notice of claim by Keltner & Skaggs against the bond taken from the United States Fidelity & Guaranty Company.

I wish to thank you for this information but I am unable to identify the claim against any particular contract due to the fact that the claimants failed to state the name of the contractor who incurred the expense. I am writing Keltner & Skaggs today for such information and I am suggesting that they file a new claim in your office.

Very truly yours,

Secretary

HBG:AM

COPY

KELTNER & SKAGGS

Hardware and Implements

Enterprise, Oregon

Nove. 15, 1937

To Highway Departmeht, State of Oregon,

Salem, Oregon.

Notice hereby is given that the undersigned, Keltner & Skaggs, has a claim for Materials consisting of Powder, Fuse, and Bolts, in the sum of $26.90 (Twenty six dollars and 90 cents) against the bond taken from the United States Fidelity and Guaranty Company, Board of Trade Building, Portland, Oregon for the materials above mentioned.

Signed Keltner & Skaggs,

By Guy Skaggs
Partner

Endorsed: File No. 2726
Filed November 17, 1937
EARL SNELL, Secretary of State

COPY

KELTNER & SKAGGS
Hardware and Implements
Enterprise, Oregon

Nove. 15, 1937

To Highway Departmeht, State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned, Keltner & Skaggs, has a claim for Materials consisting of Powder, Fuse, and Bolts, in the sum of $26.90 (Twenty six dollars and 90 cents) against the bond taken from the United States Fidelity and Guaranty Company, Board of Trade Building, Portland, Oregon for the materials above mentioned.

Signed Keltner & Skaggs,
By Guy Skaggs
Partner

Endorsed: File No. 2726
Filed November 17, 1937
EARL SNELL, Secretary of State

COPY

KELTNER & SKAGGS
Hardware and Implements
Enterprise, Oregon

Nove. 15, 1937

To Highway Department, State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned, Keltner & Skaggs, has a claim for Materials consisting of Powder, Fuse, and Bolts, in the sum of $26.90 (Twenty six dollars and 90 cents) against the bond taken from the United States Fidelity and Guaranty Company, Board of Trade Building, Portland, Oregon for the materials above mentioned.

Signed Keltner & Skaggs,
By Guy Skaggs
Partner

Endorsed: File No. 2726
Filed November 17, 1937
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 18 1937
OREGON
STATE HIGHWAY COMMISSION

November 17, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Keltner & Skaggs for $26.90 against the bond taken from U. S. Fidelity & Guaranty Company, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

REFERRED
BY SECRETARY

ANSWERED
H.B.G.

#1929

RECEIVED
NOV 15 1937
FOR FILING
40-D

November 12, 1937

Phoenix Iron Works
Hawthorne Ave.
Portland, Oreg

Gentlemen:

I   instant beg
to advise that   ty Company
wrote the bond   ted Highway
Company, Inc.,   ty Contract
with the State

y is Walter F.
Cline, Board   neral agents
are McCallister   Seattle, Washing-
ton. The con   ghway Contract
No. 1929 and   nt treatment
of the Rock C   Lake Highway in
Wallowa County

Chapter 260,
Laws of Oregon   claims against
contractors o   ll note that
you should fi   State prior to
the expiratio   of completion of
a project and   Highway Commis-
sion in order to hold the bond responsible and liable after the
six-months' period has expired.

Very truly yours,

Secretary

HBG:AM

Mr. Glaisyer:

Should the copies of the claim received from the Sec. of State be returned to him, or should they be kept in our files.

A.M.

P.S. I have attached them to our yellow copy

Keep them
HBG

#1929

RECEIVED
NOV 15 1937
FOR FILING
40-D

November 12, 1937

Phoenix Iron Works
Hawthorne Ave., Corner East Third St.
Portland, Oregon

Attention: L. Steinhauser

Gentlemen:

In reply to your inquiry of the 11th instant beg to advise that the United States Fidelity & Guaranty Company wrote the bond that was furnished by the Consolidated Highway Company, Inc., in connection with its Wallowa County Contract with the State Highway Commission.

The local agent of the bonding company is Walter F. Cline, Board of Trade Building, Portland. The general agents are McCollister & Campbell, 300 Central Building, Sattle, Washington. The contract to which you refer is State Highway Contract No. 1929 and is for regrading, surfacing and oil mat treatment on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

I am inclosing a mimeographed copy of Chapter 280, Laws of Oregon for 1931, relating to the filing of claims against contractors on public work in this state. You will note that you should file your claim with the Secretary of State prior to the expiration of a period of six months from date of completion of a project and acceptance of the same by the State Highway Commission in order to hold the bond responsible and liable after the six-months' period has expired.

Very truly yours,

HBG:AM

Secretary

November 12, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

According to a communication that we have just received, the Consolidated Highway Company, Inc., is indebted to the Phoenix Iron Works, Portland, Oregon, for materials furnished in connection with the Wallowa County Countract of the Consolidated Company. The amount of the claim was not stated but it appears that materials were shipped to the Wallowa job during the month of May of this year and same has not yet been paid for.

I am bringing this to your attention inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job and trust that you will see that the claim is paid at the earliest opportunity in accordance with previous agreement and understanding.

Very truly yours,

Secretary

HDG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

PRESIDENT

PHOENIX IRON WORKS
ENGINEERS

PHONES:
OFFICE AND MACHINE SHOP
EAST 0029
FOUNDRY
EAST 0013

MACHINE SHOP - STEEL AND BLACKSMITH SHOP
ELECTRIC WELDING - FOUNDRY - PATTERN SHOP
STOCK PATTERNS OF ALL DESCRIPTIONS

MAIN OFFICE
HAWTHORNE AVENUE
CORNER EAST THIRD STREET

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

PORTLAND, OREGON Nov 11 1937.

Oregon State Highway Commission
Salem
Oregon.

Gentlemen::

ALL AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR OTHER DELAYS BEYOND OUR CONTROL

Would you kindly furnish us the name of the Bonding company who bonded the Consolidated Highway Co.'s contract in the Wallowa country. We shipped material to this contractor at Wallowa in May, and to date said material has not been paid for. We understand that the bonding company has taken over the job. Could you advise us promptly, as we must file our claim before Nov 20,1937. Thanking you in advance,

Very truly yours
PHOENIX IRON WORKS
300 S. E. HAWTHORNE BLVD.
PORTLAND : : OREGON

per. W J Steinhauser

ANSWERED
H. B. G.

RECEIVED
NOV 10 1937
FOR FILING

40-D

November 9, 1937

United States Fidelity & Guaranty Co.
Mr. A. W. Murray, Superintendent of Claims
306 Central Building
Seattle, Washington

Gentlemen:

In response to your inquiry of November 8, wish to advise that the warrant covering the semi-final estimate on the Consolidated Highway Company's contract, No. 1929, was mailed last night.

Very truly yours,

HBG:AM

Secretary

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Nov. 8th, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Consolidated Highway Co., Inc.

When I was in Salem week before last, it was my understanding that the semi-final estimate on contract #1929 in the sum of $7,128.98 being estimate #9 would be paid last week. We have not received this estimate as yet. Would you kindly check your records as I may be in error.

Yours truly

A W Murray

Supt. of Claims

AWM:M

mailed Nov 8/37

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NOV [illegible]
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 40-D

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 40-D, Rock Creek-Wallowa Section, Wallowa Highway, Wallowa County, ______, was made by a representative of this office on October 21, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

Walter F. Kline, Resident Agent
Board of Trade Building, Portland

410 D

November 6, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of each of the following notices of claim against the Consolidated Highway Company, Inc.:

By Burroughs Adding Machine Company, for $ 12.91, cost of repairing Machine 30601-1035466 for use in connection with the performance of State Highway Contract No. 1929 for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Wallowa County;

By Rogers Construction Company, for $101.30 for furnishing equipment and labor in connection with the performance of State Highway Contract No. 1958 for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail Highway.

We are enclosing for your information and attention a copy of each of these claims, since you are named as surety on the bond furnished by the contracting Company, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
5661 Kenton Station, Portland
Walter F. Cline, Resident Agent
Board of Trade Building, Portland

40 D

RECEIVED
NOV 6 1937
FOR FILING

November 6, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of November 5 enclosing three copies of each of the following notices of claim against the Consolidated Highway Company, Incorporated:

By Burroughs Adding Machine Company, for $12.91, cost of repairing Machine 80801-1033468 for use in connection with State Highway Contract No. 1929 for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Wallowa County; 40-D

By Rogers Construction Company, for $101.80 for furnishing equipment and labor in connection with State Highway Contract No. 1958 for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail Highway. 8-a

We are today notifying the contractors and their surety, United States Fidelity & Guaranty Company, of these claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

40-D

COPY

BURROUGHS ADDING MACHINE COMPANY

CLAIM

To Secretary of State of Oregon,
Salem, Oregon

Notice hereby is given that the undersigned Burroughs Adding Machine Company has a claim for cost of repairing Machine 80801-1055468, said claim ariging out of the Consolidated Highway Company, Inc., Contract Number 1929 with the Oregon State Highway Commission for the construction of the Rock Creek, Wallowa, Section of the Wallowa Lake Highway in Wallowa County, in the sum of $12.91 against the bond taken from the United States Fidelity and Guarantee Company of Seattle, Washington.

Burroughs Adding Machine Co.

D. A. Constans
Office Manager

Endorsed: File No. 2717
Filed November 5, 1937
EARL SNELL
Secretary of State

40-D

#1929

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 5, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Burroughs Adding Machine Co. for $12.91 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guarantee Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

#1929

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

40-8

November 5, 1937.

Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:- Re: La Grande Iron Works
vs. Consolidated Highway
Co., Inc., $635.56.

We enclose herewith notice of claim for labor and materials in the sum of $635.56 against the bond taken from Consolidated Highway Co., Inc., as principal and United States Fidelity and Guaranty Company as surety, on behalf of our client, the La Grande Iron Works.

COPY

Very truly yours,

Green & Hess,

By R. J. Green

RJG/L
Enc.
cc State Highway
Commission.

La Grande, Oregon
November 4, 1937.

To Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned La Grande Iron Works has a claim for labor and materials in the sum of $633.56 against the bond taken from Consolidated Highway Co., Inc., as principal and United States Fidelity and Guaranty Company as surety for the work of grading, surfacing and oiling 4.28 miles of a highway on what is known as the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Oregon.

LA GRANDE IRON WORKS
By J. E. Fitzgerald
Manager.

I regret that I am [illegible] to [illegible] you further.

[illegible]

FORM 2-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 1937
FOR FILING

40-8

November 5th, 1937

Mr. H. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence in an extension of time to the Consolidated Highway Co., Inc. on Contract No. 1923, Rock Creek-Wallowa Section of the Wallowa Lake Highway, F.A.P. No. 40-D, is requested to October 15th, 1937.

Bids were opened on October 1st, 1936 and the contract awarded on October 29th, 1936. It would seem equitable, therefore, to extend the contractors' time 28 days, from August 31st to September 29th, without penalty, and thereafter with engineering costs.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

#1929

RECEIVED
NOV 8 1937
FOR FILING
40-8

November 5, 1937

Dixon Bros.

Wallowa, Oregon

Gentlemen:

Reply is made to your letter of the 3rd instant in regard to your claims against the Consolidated Highway Company, Inc., in the amounts of $400 and $289.69.

I regret that your claims were not acknowledged before but it so happens that I was out of the office on account of illness and this did not come to my attention until I received your letter yesterday.

In looking over the files I note that the bonding company has been notified of the existence of your claim, such notice having been given by letter dated October 29, 1937, by my assist, so the company has full knowledge of the same.

Inasmuch as you have been unable to secure no satisfaction from the contractor I would suggest that you make demands of the surety on the bond furnished by the contractor in connection with the job for which the bond was written. This job was State Highway Contract No. 1929 for regrading and surfacing the Rock Creek-Wallowa Section of the Wallowa Lake Highway. The bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 900, Central Building, Seattle, Washington.

As a further protection for your claim I would suggest that you file notice thereof with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. This notice should be filed prior to the expiration of a period of six months from date of completion of the project and acceptance thereof by the Commission in order to hold the bond responsible after a six-months' period has elapsed. In the event you fail to secure satisfaction from the contractor and the surety then of course you still have recourse to action in the courts.

I regret that I am unable to assist you further.

Very truly yours,

Secretary

HBG:AM

#1929

RECEIVED
NOV 3, 1937
FILING

RECEIVED
NOV 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

#1929

Wallowa
Dec 3 37

Secretary State Highway Com
Salem Oregon

Dear Sir
On Oct [illegible] I sent
in to you a statement
of the Consolidated Highway
account. This bill has
never been paid or have
you answered the
letter. Please let me
know at once how

Not received
where is original stmt?
HBG

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the United States Fidelity & Guaranty Company which wrote the bond furnished by the Consolidated Highway Company in connection with this job. Mr. Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington.

Very truly yours,

Secretary

HBG:AM
incl.

RECEIVED
NOV 6 1937
FOR FILING
40-8

November 5, 1937

this bill could be
paid and approximately
when. Thanking you
very much

Yours Very Truly
Dupuis Bros
by Everett Dupuis

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Very truly yours,

Secretary

HDG:AM
incl.

#1929

RECEIVED
NOV 6 1937
FOR FILING
40-8

November 5, 1937

Mr. Tom Lillebo

Reedsport, Oregon

Dear Sir:

Reference is made to your letter of the 1st instant in regard to your claim against the Consolidated Highway Company, Inc., for construction of syphon boxes in connection with the Consolidated Highway Company's contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. You inquire as to the actual amount of concrete that was allowed the Consolidated Highway Company for the four syphons that you built.

According to our records the syphons were constructed at Engineer's Stations 595+55 and 676+24.6. The Consolidated Highway Company was allowed 4.66 cu. yds for Station 595+55 and 5.20 cu. yds for Station 676+24.6.

Relative to the filing of your claim wish to say that you should file it with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, in order to hold the bond responsible and liable for the payment of your claim, subsequent to the expiration of a period of six months from date of completion of the project and acceptance thereof by the State Highway Commission. I would also suggest that you file your claim with the United States Fidelity & Guaranty Company which wrote the bond furnished by the Consolidated Highway Company in connection with this job. Mr. Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington.

Very truly yours,

Secretary

HBG:AM
incl.

RECEIVED
NOV 4 1937

Reedsport, Oregon.
November 1, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

As you know, I have recently completed the Wallowa Bridge job. While on this job I did some work for Consolidated Highways in the immediate vicinity of the bridge. By oral agreement with John Logan, who was in charge of the Consolidated Highways work there, and represented himself to be manager of the company, I built four syphon boxes, (two crossings) for the agreed price of $23.00 per cu. yd. in place. This work was done under the supervision of your engineer Mr. Moore. We have copies of cement slips, signed by Mr. Moore, on this work, showing approximately 10½ cu. yds. I wrote Mr. Moore, requesting the actual amount allowed, but as yet have not heard from him.

I understand that Consolidated Highways is in financial difficulties. I would appreciate it very much if you would advise me of the actual amount of concrete allowed on these four syphons. I would also appreciate it if you could advise me of the proper place to file my claim for this work as I received nothing from Consolidated Highways.

Very truly yours,

Tom Lillebo.

Tom Lillebo

#1929

RECEIVED
NOV 8 1937
FOR FILING

40-27

November 5, 1937

Mr. William Dougherty

Wallowa, Oregon

Dear Sir:

This acknowledges your letter of the 4th instant advising that the highway contractor by the name of Ted Gentley is owing you the sum of $30 for gravel taken from your premises.

Investigation of our records reveals that we have no contractor by the name of Ted Gentley but we are of the belief that you refer to Mr. Ted Jetley who was connected with the Consolidated Highway Company, Inc., which had the contract with the State Highway Commission for regrading and surfacing the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. If our presumption is correct, your claim would be against the Consolidated Highway Company and in that case you should file your claim with that company.

You should also make a demand for payment from the United States Fidelity & Guaranty Company which wrote the bond furnished by the Consolidated Highway Company in connection with this project. This bond, I might state, was furnished the State for the special purpose of protecting claims arising out of the job for which the bond was written and to guarantee the satisfactory completion of the project. The local agent of the company is Walter F. Cline, Board of Trade Building, Portland, Oregon, and the general agents are McCallister & Campbell, 300 Central Building, Seattle, Washington.

As a further protection I would suggest that you file notice of your claim with the Secretary of State in accordance with Chapter 280, Oregon Laws 1931, a mimeographed copy of which is inclosed.

Regretting our inability to comply with your request and mail you a check for the $30 that is due you from the contractor, I remain

Very truly yours,

HBG:AM

Secretary

November 5, 1937

McCollister & Campbell, General Agents
United States Fidelity & Guaranty Company
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim in the amount of $30 from William Dougherty, Wallowa, Oregon, against the Consolidated Highway Company, Inc., arising out of its contract for the regrading and surfacing of the Rock Creek-Wallowa Sedtion of the Wallowa Lake Highway, Contract No. 1929. The claim is for gravel taken from Mr. Dougherty's premises.

We will appreciate your taking care of the claim at the earliest possible time.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box #661, Kenton Station
Portland, Oregon

RECEIVED
– 193
STATE [illegible]

Wallowa, Oregon
Nov, 4th 1937.

State Highway Commission
Salem, Oregon.

Dear Sir:—

Jetley

Mr. Ted (Gentley) highway contractor bought $30.00 worth of gravel from me and for which he failed to pay for.

He did more damage to my place than this amount and besides getting the gravel. He promised to leave me a check and failed to do so and this was several weeks ago.

Kindly let me have a check for this amount, thanking you in advance, I am,

Very truly
William Doughetty
Wallowa
Oregon.

ANSWERED
H. B. G.

#1929

RECEIVED
NOV 5 1937
FOR FILING
40-9

November 3, 1937

Green & Hess, Lawyers
First National Bank Bldg.
La Grande, Oregon

Gentlemen:

As per your request of November 1, 1937, I am today sending you a certified copy of the contract and bond of the Consolidated Highway Company with the State Highway Commission for surfacing, grading and oiling the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Contract No. 1929.

This contract was completed on October 18, 1937, but has not yet been accepted by the Commission.

Very truly yours,

AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

R. J. GREEN H. L. HESS

LAW OFFICES OF
GREEN & HESS
FIRST NATIONAL BANK BLDG.
LA GRANDE, OREGON

November 1,1937.

RECEIVED
[illegible] - 1937
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen:- Re: La Grande Iron Works
vs. Consolidated Highway Company.

We enclose you herewith affidavit and application for a certified copy of the contract and bond of the Consolidated Highway Company. This company had a contract covering work from the head of the Wallowa Canyon up to the Town of Wallowa, in Wallowa County, Oregon, and the job we believe was finished about a month ago.

We would appreciate it if you would advise us the date on which the job was completed and the work accepted by the State.

Thanking you, we remain,

Very truly yours,

Green & Hess,
By R J Green

RJG/L
Enc.

Completed Oct. 18th -
Has not been accepted.

AFFIDAVIT AND APPLICATION OF LA GRANDE IRON WORKS FOR CERTIFIED COPY OF CONTRACTOR'S BOND.

State of Oregon,)
(SS.
County of Union,)

I, J. E. Fitzgerald, being first duly sworn, on oath say:-

I am the manager of the La Grande Iron Works of La Grande, Oregon; that I know of my own knowledge that the La Grande Iron Works furnished labor and materials for the prosecution of a contract for the construction, alteration and repair of a highway from the head of the canyon of the Wallowa River up to the Town of Wallowa, Oregon by Consolidated Highway Company. On behalf of the La Grande Iron Works of La Grande, Oregon, affiant hereby makes application for a certified copy of the contract and bond of said contractor Consolidated Highway Company for work performed on said contract.

J. E. Fitzgerald

Subscribed and sworn to before me this 1st day of November, 1937.

Joe Green
Notary Public for Oregon,
My Commission Expires: July 17, 1939.

#1929

RECEIVED
NOV 5 1937
FOR FILING
40-D

November 3, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 30 enclosing three copies of a notice of claim by Wallowa Machine Shop for $850.33 against Consolidated Highway Company, Inc., for work on the La Grande-Wallowa Lake Highway, in connection with the performance of State Highway Commission Contract No. 1929.

We are sending on two of these copies, to the contractors and their surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

[illegible]

November 3, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State notice of claim by Wallowa Machine Shop for $650.11 against Consolidated Highway Company, Inc, for work on the La Grande-Wallowa Lake Highway, in connection with the performance of State Highway Commission Contract No. 1929.

We enclose for your information and attention a copy of this claim, since you are named as surety on the contractors' bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

ENC.

cc - Consolidated Highway Company, Inc.
Box 5061 Kenton Station
Portland

Walter F. Cline
Resident Agent.
Board of Trade Building
Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Wallowa Machine Shop for $650.33 against the bond taken from Consolidated Highway Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the La Grande-Wallowa Lake Highway which was received and filed in this office on October 28th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

To Oregon State Highway Commission.
Salem, Oregon.

Notice hereby is given that the undersigned, The Wallowa Machine Shop, has a claim for blacksmithing, machine work, general repair and materials furnished in the sum of $650.33 against the bond taken from the Consolidated Highway, Inc., as principal and the United States Fidelity and Guaranty Company as surety for the work of grading, surfacing and oiling that section of the La Grande-Wallowa Lake Highway between Rock Creek and Wallowa, Oregon.

Dated this 26th day of October, A. D., 1937.

WALLOWA MACHINE SHOP

By,

J. H. Rounsavell
Proprietor

Endorsed: File No. 2712
Filed October 28, 1937
EARL SNELL, Secretary of State

#1929

RECEIVED
NOV 3 1937
FOR FILING

40-2

November 1, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
Box 6061 Kenton Station
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of October 30 enclosing signed release covering the claim of Bowman-Hicks Lumber Company, at Wallowa, Oregon, in the amount of $111.67, against Consolidated Highway Company, Inc., for labor and materials furnished them in the construction of the Wallowa-Rock Creek project, State Highway Contract No. 1929.

We have noted the release of this claim in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - McCallister & Campbell
Walter F. Cline

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

October 30, 1937.

RECEIVED
[illegible] 1 - 1937
([illegible])
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find signed release covering the claim of Bowman-Hicks Lumber Co., at Wallowa, Oregon, in the amount of $111.67.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson

cc
United States Fidelity & Guaranty Co.
Seattle, Wash.

To: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Bowman-Hicks Lumber Co., in consideration of the sum of ONE HUNDRED ELEVEN AND SIXTY SEVEN ONE HUNDRETHS DOLLARS in hand paid by the Consolidated Highway Company, Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Company, Inc., and the United States Fidelity and Guaranty Company, of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Wallowa-Rock Creek Project, State Contract No. 1929.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 28 day of October, 1937.

Signed Bowman-Hicks Lumber Company

By J W Evans Supt
Title

#1929

RECEIVED
NOV 3 1937
~~FOR FILING~~
40-8

November 1, 1937

Burroughs Adding Machine Company
P. O. Box 419
1021 Main Street
Boise, Idaho

Gentlemen:

This acknowledges your letter of the 28th ultimo advising us of your claim in the amount of $12.91 against the Consolidated Highway Company, Inc., same representing the cost of repairs to machine 80801-1055468, said claim arising out of the Consolidated Highway Company's contract No. 1929 with the Oregon State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

In connection with this job the contractor was required to furnish the state with a surety bond for the protection of claims. We offer this bond to you for the protection of your claim. The bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you file your claim with the bonding company and also with the Secretary of State of Oregon as provided in Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice I am today bringing your letter to the attention of the contractor and the surety on the bond. I trust that an early settlement will be affected.

Very truly yours,

Secretary

HBG:AM

November 1, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission today received a letter from the Burroughs Adding Machine Company, P. O. Box 419, 1021 Main Street, Boise, Idaho, advising of its claim in the amount of $12.91 against the Consolidated Highway Company, Inc., same being for repairs to machine 80001-1055468. This claim was incurred in connection with the Consolidated Highway Company's contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, state highway contract no. 1929. The Burroughs Adding Machine Company advises that it has made several attempts to collect the amount but has been unable to do so. Will you please take care of this claim at an early date.

Very truly yours,

HDG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co., Inc.
Box 5661, Kenton Station
Portland, Oregon

BURROUGHS ADDING MACHINE COMPANY
P. O. BOX 419, 1021 MAIN STREET
TELEPHONE 250

E. J. KUESER
Manager Boise Agency

Boise, Idaho

RECEIVED
V 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 28, 1937

Mr. H. B. Glaisyer
Secretary of Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Glaisyer:

We have been advised that it is necessary to secure a claim to be filed against Consolidated Highway Company, Inc., Henry Building, Portland, Oregon.

On April 2, 1937, we rendered repairs to machine 80801-1055468, which was located with the Consolidated Highway Company at Wallowa, Oregon. This machine was being used on their job contract number 1929, Rock Creek--Wallowa section of the highway being constructed by this company.

We have made several attempts to collect the amount of $12.91, which is due us for labor, but have been unable to get this amount from the company. We have been told to file this claim and would appreciate your sending us the proper forms in order that this may be done.

Any suggestions with respect to how we can obtain payment of this past due account will be appreciated.

Yours very truly,

D A Constans

D. A. Constens
Office Manager

DAC:GED

ANSWERED
H. B. G.

Adding, Calculating, Billing and Accounting Machines : Cash Registers : Typewriters : Correct-Posture Chairs
Roll Paper : Ribbons : Carbon Rolls : All Kinds of Carbon Paper

#1929

COLLECTION ADVICE

NUMBER 4-00371

LS KENTON. BRANCH (No. 4)
THE FIRST NATIONAL BANK
OF PORTLAND, OREGON
PORTLAND Ore.

Received from: ORE STATE HIGHWAY
Name COMM.
Address SALEM ORE.

[illegible]he letter A below indicates disposition of the colle[illegible] herein.

A We enclose in payment our draft on C/C
B We credit your account at this branch.
C We credit your account [illegible]
D We enclose Entry [illegible] payment.
E We return [illegible] with unpaid [illegible]
F We

Date Received	Their Date or No.	Payee	Documents	Due	Amount
10-19-37	10-18-37	CONSOLIDA[illegible] HIGHWAY CO. INC	[illegible]011 Treasury Cert.# 1823	Dmd	14.15
				Int.at 6% from 6-19-	29

Protest Instructions

WITH EXCHANGE

Cash
Check on US

Total Amount
Less Collection Charges
Net Amount 14.44

Date Acknowledged
Remarks:

OCT 21 1937
The First National Bank of Portland
N. Kenton Branch
PORTLAND, ORE.

[illegible] Teller
[illegible] Assistant Cashier-Manager

C-16 Original
3-37

RECEIVED
NOV 1 1937
FOR FILING

40-B

Dear Sir:

Reference is made to your letter of the 11th instant inclosing payroll treasurer's certificate issued by the Consolidated Highway Company, Inc., to Oscar Cecil in the amount of $14.15 and assigned by Mr. Cecil to Cal Larm.

I took this matter up with the United States Fidelity & Guaranty Company, surety on the bond furnished by the Consolidated Highway Company, Inc., and have secured a check to cover this certificate, the same I am inclosing. You will note that the check is in the amount of $14.44 representing the face value of the certificate plus interest at the rate of six per cent from date of issue.

I am indorsing this check, payable to the order of Cal Larm, and I am asking you to deliver the same to him.

Kindly acknowledge receipt of the check and oblige.

Very truly yours,

Secretary

HBG:AM

attach.

#1924

October 29, 1937

Mr. Cecil Chrisman
Attorney at Law
Wallowa, Oregon

RECEIVED
NOV 1 1937
FOR FILING

40-2

Dear Sir:

Reference is made to your letter of the 11th instant inclosing payroll treasurer's certificate issued by the Consolidated Highway Company, Inc., to Oscar Cecil in the amount of $14.15 and assigned by Mr. Cecil to Cal Larm.

I took this matter up with the United States Fidelity & Guaranty Company, surety on the bond furnished by the Consolidated Highway Company, Inc., and have secured a check to cover this certificate, the same I am inclosing. You will note that the check is in the amount of $14.44 representing the face value of the certificate plus interest at the rate of six per cent from date of issue.

I am indorsing this check, payable to the order of Cal Larm, and I am asking you to deliver the same to him.

Kindly acknowledge receipt of the check and oblige.

Very truly yours,

Secretary

HBG:AM

attach.

October 29, 1937

The First National Bank of Portland
Kenton Branch
Portland, Oregon

Gentlemen:

This acknowledges receipt of your cashier's check No. 2481 in the amount of $14.44 covering payroll treasurer's certificate No. 1823 issued by the Consolidated Highway Company in favor of one Oscar Cecil. I wish to thank you for this check which I am forwarding to Mr. Cecil Chrisman, Attorney at Wallowa, Oregon, to deliver to Mr. Cal Lara to whom the certificate was assigned by Oscar Cecil.

Very truly yours,

HDG:AM

Secretary

cc - McCollister & Campbell
300 Central Building
Seattle, Washington

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
9662 Kenton Station
Portland, Oregon

October 18, 1937

The First National Bank of Portland
Kenton Branch
Portland, Oregon

Gentlemen:

I am handing you herewith Payroll Treasury Certificate No. 1823 issued by the Consolidated Highway Company, Inc., Portland, payable to Oscar Cecil or order. This certificate is in the amount of $14.15 and is dated June 19, 1937 and according to the wording of the certificate is issued on Bonded Contract No. 1929 with the State Highway Commission.

I have a letter from the Consolidated Highway Company, Inc., signed by John A. Logan, President, instructing me to send this certificate to you for payment. Please retain this certificate until the Consolidated Highway Company, Inc., or Mr. Logan deposits with you $14.15 and interest at the rate of six per cent from date of issue. If the Consolidated Highway Company, Inc., does not redeem the certificate on or before Monday, October 25, kindly return the certificate to the State Highway Commission. If the certificate is redeemed, kindly forward the proceeds thereof to the State Highway Commission by check on your bank made payable to the order of the State Highway Commission.

Thanking you for your courtesy in handling this matter, I remain

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Company

United States Fidelity & Guaranty Co.

Cecil Chrisman

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

CONSOLIDATED HIGHWAY COMPANY,
PORTLAND, OREGON

October 16,1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. Glaisyer

Your letter of October 15th received in reference to a payroll certificate issued to Oscar Cecil, in the amount of $14.15.

If you will send this certificate to the First National Bank of Portland, Kenton Branch, we will be glad to take it up, if it is in order.

However, we have found some certificates that have been paid and then gotten into the wrong hands and were presented for payment again.

Also, please be advised that Mr. Logan is takeing care of all claims as soon as he can establish the correctness of some of these claims.

Trusting that this answers your letter of October 15th, I remain.

Very truly yours,

Consolidated Highway Co., Inc.

By John Logan
President.

JL/LD

CC to U. S. Fidelity & Guaranty Co.

CECIL CHRISMAN
Attorney-At-Law
WALLOWA, OREGON

RECEIVED
OCT 13 1937
OREGON
STATE HIGHWAY COMMISSION

CITY ATTORNEY

October 11, 1937

Oregon State Highway Commission
Secretary
Salem, Oregon

Dear Sir:

Enclosed herewith please find Consolidated Highway Company warrant drawn to Oscar Cecil, in the sum of $14.15, and assigned to Cal Larm. This warrant was presented for payment and payment was refused.

I have been advised by one of the state highway engineers to forward this warrant to you and that you will see that the same is paid.

Please acknowledge receipt.

ANSWERED
H. B. G.

Sincerely yours,

CC:MJ
Encl:

#1929

RECEIVED
NOV 1 1937
FOR FILING
40-8

October 29, 1937

Mr. J. H. Bratton
City Recorder
Wallowa, Oregon

Dear Sir:

Mr. W. C. Williams, our Division Engineer at La Grande, has forwarded to this office your letter of October 18 in regard to certain payroll certificates of the Consolidated Highway Company, Inc., that you are holding.

It so happened that Mr. Murray, the Superintendent of Claims for the United States Fidelity & Guaranty Company which wrote the bond furnished by the Consolidated Highway Company, Inc., in connection with its Wallowa County project, was in my office yesterday. I called his attention to your letter and he advised me that he would see that these certificates were taken up immediately through your bank. No doubt arrangements will be made within the next few days to do this. I would suggest that you, therefore, again present the certificates to the bank for collection. If you secure no satisfaction within the next few days, please advise me and I will again take the matter up with the bonding company.

Very truly yours,

Secretary

[illegible]

cc - W. C. Williams

October 29, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Attention: Mr. Murray, Claim Agent

Gentlemen:

I am inclosing for your information and in accordance with my promise to you yesterday when you were in my office a copy of the letter of J. H. Bratton, City Recorder, Wallowa, Oregon, directed to our Division Engineer, Mr. W. C. Williams, listing several payroll certificates written by the Consolidated Highway Company, Inc., on its Wallowa County project.

I have written Mr. Bratton that it is your intention to take up these certificates at once through the bank at Wallowa and have suggested to him that he again present the certificates to the bank for collection.

Thanking you for your early attention to this matter, I remain

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Kenton Station, Box 5661
Portland, Oregon

5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

October 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Blaisyer, Secretary

Dear Sir:

Attached hereto you will find a letter from J. H. Bratton, City Recorder, Wallowa, said letter being a claim against the Consolidated Highway Company for unpaid payroll certificates.

Very truly yours

W. C. WILLIAMS
Division Engineer

By C D Cannon
C. D. CANNON
Office Engineer

CDC:MA
enc.

cc J. H. Bratton
City Recorder
Wallowa

ACKNOWLEDGED
H. B. GLAISYER

RUCE COX, MAYOR
CAL LARM
C. C. ROOP
F. H. BROWNLEE
GLENN TULLEY
R. W. JOHNSON, COUNCILMEN

J. H. BRATTON, CITY RECORDER
CECIL CHRISMAN, ATTORNEY
U. A. MCCRAE, MARSHAL
JOHN BRATTON, WATER SUPT.
J. B. GREGORY, HEALTH OFFICER
CECIL CHRISMAN, TREASURER

CITY OF WALLOWA
WALLOWA, OREGON

October 18, 1937.

Mr. W. C. Williams,
District Engineer,
State Highway Dep't.,
La Grande, Oregon.

Re: Bonded Contract No. 1929,
Consolidated Highway Company, Inc.

Dear Mr. Williams:

I herewith file claim for the payment of Consolidated Highway Company, Incorporated, Payroll certificates, as hereinafter listed.

Date	No.	Issued to	Amount
5/29/37	1539	C. Bennett	$ 9.74
6/19/37	1843	F. Shoopman	22.21
6/26/37	1912	K. Dack	17.00
6/26/37	1933	K. Dack	5.00
6/26/37	1930	J. W. Williamson	13.00
		Total	$ 66.95

I have tried several times to collect these certificates through the local Bank who have informed me to file claim with your office.

Respectfully,

J. H. Bratton
City Recorder.

REC ED
OCT 20 1937
DIVISI

ACKNOWLEDGED
H. B. GLAISYER

#1928

RECEIVED
OCT 29 1937
FOR FILING
40-D

October 27, 1937

Mr. L. F. Kline
LA GRANDE CONCRETE PIPE COMPANY
P. O. Box 255
La Grande, Oregon

Dear Sir:

Replying to your letter of October 26, the surety company which wrote the bond for Tom Lillebo in connection with State Highway Commission Contract No. 1928, is the United States Fidelity & Guaranty Company, for whom G. B. Eckles, Bedell Building, Portland, is resident agent. (Bridges #2184 and #2185.) For full protection of your claim against this contractor, in addition to notifying him and his surety of the same, notify the Secretary of State in form substantially as suggested in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

IRRIGATION PIPE DRAIN P SEWER PIPE CU PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255
LA GRANDE, OREGON
PHONE MAIN 120
FACTORY RE.

RECEIVED
OCT 27 1937
OREGON
STATE HIGHWAY COMMISSION

Oct.26,1937

H.B.Glaisyer, Secty.,
Oregon State Highway Commission,
Salem,Ore.

Dear Sir:-

Would you please advise what company, and their address, wrote the Surety Bond for Tom Lillebo, contractor for Bridges # 2184 and #2185 Cont contract # 1928.

Would appreciate it also if you would advise what precedure is necessary in filing claim for materials on contracts.

Very truly yours,

L.F.Kline.

L F Kline

[illegible]
[illegible]
1928

#1929

RECEIVED
OCT 29 1937
FOR FILING
40-D

October 25, 1937

Mr. J. W. Rounsevell
WALLOWA MACHINE SHOP
Wallowa, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 22, enclosing statement of balance due you on account by the Consolidated Highway Company, Inc., in the amount of $650.35; also enclosing letter from Earl Snell, Secretary of State, dated October 19, and addressed to Wallowa Machine Shop, referring you to us for information concerning protection of your claim.

We are today notifying the contractor and his surety, U. S. Fidelity & Guaranty Company, of your claim, and you should do the same unless you have already done so. The surety company is represented by McCollister & Campbell, General Agents, 800 Central Building, Seattle, Washington. In addition to this, notice of your claim should be sent to the Secretary of State in form substantially as outlined in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931. The bill you sent the Secretary of State, and which he returned to you, was not in form to constitute a notice of claim as required by law.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

October 25, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from Wallowa Machine Shop notice of balance due from Highway Consolidated Highway Company, Inc., of $650.33, in connection with the Highway Commission contract for the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

This notice is being sent you as surety on the bond furnished by the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

MBL Secretary

cc - Consolidated Highway Company
Walter F. Cline, Resident Agent

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

Wallowa, Oregon, Oct. 22, 1937.

Secretary of Highway Department,
Salem, Oregon.

Dearsir:-

I am enclsing herewith my bill on material and labor for the Consolidated Highway Co., Inc. I am also enclosing herewith the letter of Earl Snell, Secretary of State. Will you please see that my bill is attended to at once as it should have been attended to some time ago. The consolidated has my bill and can give all the information you may require further I am sure.

The United Fidelity & Guaranty Co. is the surety for hte Consolidated.

Will you please let me if there is anything further that I can do to expedite this matter.

Yours very truly,

J.W. Rounsavell

Statement

WALLOWA, OREGON Oct 16 1937

To Consolidated Highway Co Inc
Box 5661 Kenton Station
Portland Oregon

In Account With

WALLOWA MACHINE SHOP

J. W. ROUNSAVELL, Proprietor

GENERAL BLACKSMITHING HORSE SHOEING

10-16-1937	Balance due	$650.33

J.W. Rounsavell
Box 267 Wallowa Ore

O.K. T. S. Jetley Supt
Consolidated Highway Co Inc

$650.33 against Consolidated Highway Co., Inc.

The bill is returned as this office has no authority to pay bills covering highway construction work and the invoice does not constitute a notice of claim for filing in the office of the secretary of state as provided by law.

If your claim is for services or material used in connection with highway construction work, it should be made to the State of Oregon, and should set forth, the name of the claimant, a brief description of the services or materials furnished, the amount of the claim, the name of the contractor and his surety and a brief mention of the location and work covered by the contract. Any information you might require relative to the contract, the contractor or bondsmen, may be obtained from the State Highway Commission, Salem, Oregon

Yours very truly,

Earl Snell
Secretary of State

S:FL

Enc.

This is for Lab & Mat on this Job at Wallowa
I am sending Mr Earl Snell's letter with this
J.W. Rounsavell

---

the claim, the [illegible] a brief mention of the location and work covered by the contract. Any information you might require relative to the contract, the contractor or bondsmen, may be obtained from the State Highway Commission, Salem, Oregon

Yours very truly,

Earl Snell
Secretary of State

S:FL

Enc.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 19,1937

Wallowa Machine Shop
Wallowa, Oregon

Gentlemen:

Acknowledgment is made of your bill for $650.33 against Consolidated Highway Co.,Inc.

The bill is returned as this office has no authority to pay bills covering highway construction work and the invoice does not constitute a notice of claim for filing in the office of the secretary of state as provided by law.

If your claim is for services or material used in connection with highway construction work, it should be made to the State of Oregon,and should set forth, the name of the claimant, a brief description of the services or materials furnished, the amount of the claim, the name of the contractor and his surety and a brief mention of the location and work covered by the contract. Any information you might require relative to the contract, the contractor or bondsmen, may be obtained from the State Highway Commission, Salem, Oregon

Yours very truly,

Earl Snell
Secretary of State

S:FL

Enc.

#1929

RECEIVED
OCT 28 1937
FOR FILING
40-8

October 25, 1937

LEE'S SERVICE STATION
La Grande
Oregon

Attention A. H. Lee, Proprietor

Gentlemen:

Replying to your letter of October 21, would advise that, in addition to the notice you have sent the surety, U. S. Fidelity & Guaranty Company, of your claim against Consolidated Highway Company, Inc., you should, for the full protection of your claim, also file notice with the Secretary of State in form substantially as suggested in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 25, 1937

U. S. FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of notice of claim by Lee's Service Station in the amount of $740.14 for petroleum products furnished to them in connection with the Rock Creek-Wallowa Section job, Contract. No. 1929.

We are notifying you of this claim since you are surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - Consolidated Highway Company, Inc.
Walter F. Cline, Resident Agent

MBL

Lee's Service Station
A. M. LEE, PROPRIETOR

LA GRANDE, OREGON

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

October 21, 1937

H. B. Gliasyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

As the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Contract No. 1929, has been completed by the Consolidated Highway Company, we wish to advise you that the Consolidated Highway Company, Inc. are owing us the total sum of $740.14 for petroleum products furnished to them for this job.

We are also mailing a letter today to the United States Fidelity and Guaranty Company, Seattle, Washington advising them likewise.

We would appreciate any help in assistance.

Yours truly,
A M Lee
A. M. Lee, Wholesale Agent

aml/oal

FORM 5-M-1 9M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 25 1937
FOR FILING

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

October 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. N. Bishop, Maintenance Engineer

Dear Sir:

Replying to yours of October 21, having reference to gas roller No. 51-074 rented to the Consolidated Highway Company, Inc.

Please be advised that the Consolidated Highway Company, Inc. used this roller fifteen days, the dates being Sept. 24 to 30 inclusive and October 7 to 14 inclusive. Unfavorable weather between September 31 and October 7 prevented work during that period.

They should be billed for fifteen days at $12.50 per day, plus the value of missing tools that were lost from the roller. I would suggest that this bill be deducted from their final estimate payment on the project, as otherwise the state may be unable to collect if they do not meet their bills with the state any more promptly than they do with private individuals.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 21, 1937

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1937
FOR FILING
40-2

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the following data pertaining to the Rock Creek-Wallowa grading, surfacing and oiling project in Wallowa county:

Semi-final estimate
Price agreements No. 2, 3 and 4
Extra work order No. 1

Price agreement No. 2 covers the placing of emulsified asphalt as a final seal on the type O-11 oil surface. Owing to the lateness of the season, it was not practical to use cutback or 95% oil seal. Additional project authorization for the emulsified asphalt in the amount of $1515 will be required as the job originally contemplated a single seal and there was not sufficient money to cover the double seal.

Price agreement No. 3 covers the extension of a 12 inch culvert pipe upon which the contractor had no bid item.

Price agreement No. 4 covers the purchase of excess oil rock left over upon completion of the job. The contractor offered this rock at a very reasonable figure and as the rock will be used in maintenance operations, it is recommended that it be purchased. Before payment is made, however, the contractor is to furnish a lease for the site upon which the material is stockpiled. He is now securing such lease and it should be submitted within the next few days. Additional project authorization in the amount of $810 will be required for the purchase of this rock, as the preliminary estimate did not make allowance for any maintenance materials.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Final estimate, Rock Creek-Wallowa grading, surfacing and Oiling project, Wallowa County

Page 2
10-21-37

Extra work order No. 1 covers slope protection on the Bear Creek channel change. In the bottom of the channel some heavy boulders were encountered and in order to eliminate danger of channel banks washing, contractor was requested to cover the slopes of the channel change with the large boulders secured from the channel bottom by means of a bulldozer.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 2-1 10 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1937
FOR FILING
4-2

October 21, 1937.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Rock Creek-Wallowa section of the Wallowa Lake highway was completed by the Consolidated Highway Co., Inc. on October 16. With the approval of additional project authorizations to cover placing of emulsified asphalt second seal and purchase of some excessive maintenance materials, the total project authorizations will approximately equal the total cost of the work. Several items showed a variance of more than ten percent with the preliminary estimate and the reasons for such variance is explained in the attached letter of Resident Engineer Chidsey.

The contractors on this section were 46 days over their time limit on the project and this overrun of the time limit caused considerable additional engineering expense, inconvenience to the traveling public as the roadbed was dusty and difficult to keep smooth and the lateness of the season at which the oil was placed was not entirely satisfactory.

In my estimation, the overrun of the time limit was solely negligence on the part of the contractor. All grading and surfacing work was completed on the project by July 20, at which time immediate oiling operations should have started. Owing to either negligence or inability of the contractor to secure oiling equipment, such oiling work was not started until two months later.

It is my recommendation that the contractor be penalized for the overrun of the time limit and that all engineering expenses incurred after August 31 be charged to the contractor.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Overruns, underruns, overrun of time limit, etc., on the Rock Creek-Wallowa section, Wallowa Lake highway.

Page 2
10-21-37

In making this recommendation, I am considering the fact that bids were called on the project on October 1, 1936 and contract not awarded until October 29, 1936. Nevertheless, the delay of 28 days in awarding the contract does not justify the failure of the contractor to oil the section after all other work had been completed by July 20, 1937.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

Cc R H. Baldock

#1929

RECEIVED
OCT 26 1937
FOR FILING
40-G

October 21, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We hand you herewith copy of a letter from the Consolidated Highway Co. Inc., requesting an extension of time to October 15th on their contract No. 1929, Rock Creek-Wallowa Section in Wallowa County.

Please advise of your recommendations.

It is also noted that their contract No. 1958, Pendleton-Mytinger Section was not completed until Sept, 11th, 1937, and the original completion date was August 31, 1937. Will you please call this matter to their attention and request that they submit an application for extension of time.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 25 1937
FOR FILING

40-D

#1929

October 21, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 18, enclosing three copies of a notice of claim by Rodgers' Auto Supply, in the sum of $99.79, against Consolidated Highway Company, Inc., for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

We are transmitting two of these copies to the contractor and the surety on his bond, U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 21, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three notices of claim by Rodgers' Auto Supply against Consolidated Highway Company, Inc., for $99.79, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, State Highway Contract No. 1929.

Since you are surety on the bond furnished by this contractor, we are forwarding one of these copies to you herewith. Another is being sent to the contractor. Please give this your early attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
cc - Mc Collister & Campbell

COPY

RODGERS' AUTO SUPPLY
Enterprise, Oregon

Corner Main and River Streets
Telephone Main 14

To the State of Oregon:

Notice is hereby given that the undersigned, Rodgers' Auto Supply, of Enterprise, Oregon, by Jas.W. Rodgers, owner and manager, has a claim for automobile supplies and labor in connection with same, in the sum of Ninety-nine and 79/100 Dollars ($99.79) against the bond taken from Commercial Highway Company, Inc., principal, and United States Fidelity and Guaranty Company, surety, in connection with contract with the State Highway Commission for the construction of Rock Creek-Wallowa Section of the Wallowa Lake Highway.

Rodgers' Auto Supply

By Jas.W. Rodgers
Owner and Manager.

Endorsed: File No. 2705
Filed October 18, 1937
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

October 18, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Rodgers' Auto Supply for $99.79 against the bond taken from Commercial Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, which was filed in this office today.

2 Consolidated

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

65 66 #1929

RECEIVED
OCT 25 1937
FOR FILING
40-8

October 21, 1937

U. S. FIDELITY & GUARANTY COMPANY
McCollister and Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of two bills against the Consolidated Highway Company in connection with State Highway Contract No. 1929 for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in the amounts of $400.00 for gasoline and $289.09 as balance on open account, by Dixon Bros. Garage, Wallowa.

Since you are named as surety on the bond furnished by the contractor for the protection of claims, we are notifying you of these accounts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JHS:MML

cc - Consolidated Highway Company
Henry Building, Portland
cc - Walter F. Cline
Board of Trade Building, Portland

Statement

Wallowa, Oregon, Oct 18 1937

M Consolidated Highway Co Inc
Portland Oregon

In account with

DIXON BROS. GARAGE

GAS REPAIRS OIL

Pumping 40,000 galons of gasoline at 1¢ per galon	400 00
Balance for pumping gas	400 00

James

1929 5 7

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break-up common to jobs laid at this time of the year. The job is all completed and the final estimate will be sent in as soon as the price agreements on the emulsified oil and extra rock are received.

NOTED
RAY WEB

OCT 1 1937

[illegible] SMITH

Signed Edward Chidsey

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Statement

Wallowa, Oregon, Oct 6 1937

M. Consolidated Highway Co Inc
Portland Oregon

In account with

DIXON BROS. GARAGE

GAS REPAIRS OIL

Statement for April	9745
✓ June	6290
July	4950
September	2005
October	31.80
Telephone Rent	2799
Bal on open a/c	28969

OK G. S. Getley Supt

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oil in the final seal should, to a great extent, modify the usual spring break-up common to jobs laid at this time of the year. The job is all completed and the final estimate will be sent in as soon as the price agreements on the emulsified oil and extra rock are received.

NOTED
PAY WEEK

OCT 1 1937

Signed Edward Chidsey

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form 338—5M—12-36

40-D

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 16, 1937

Section Rock Creek - Wallowa

Kind of work Grading, surfacing and Oiling

Highway Wallowa Lake

Section prefix 32-1102

Contractor Consolidated Highway Co., Inc.

Contract number 1929

Date of contract October 29, 1936

Date of completion August 31, 1937

Date work started November 28, 1936

Estimated date of completion October 16, 1937

Amount of contract . . . . . . $ 51,122.60

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . $ 51,122.60

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 4326.00, 8.1 %

Date project was completed October 16, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractors work on this project was completed to-day. The oiling was completed on Tuesday of this week. Due to the latness of the season the oiling job is not what it could have been had it been oiled when the weather was more favorable. The use of emulsified oil in the final seal should, to a great extent, modify the usual spring break-up common to jobs laid at this time of the year. The job is all completed and the final estimate will be sent in as soon as the price agreements on the emulsified oil and extra rock are received.

NOTED
PAY WEE

OCT 1[illegible] 1937

Signed Edward Chilsey

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.28	4.28		4.28	
Miles partially completed					
Miles completed	4.28	4.28		4.28	
Total estimated quantities	71,000	3100		2453	
Estimated quantities moved or placed to date	71,000	3100		2453	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				8	
Average force on project for week				24	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	cloudy		
Friday	rain		
Saturday	"		

66 66

#1929

RECEIVED
OCT 16 1937
FOR FILING
40-9

October 15, 1937

Montgomery Ward & Company
1101 Washington Avenue
La Grande, Oregon

Attention: R. J. Ayres, Store Manager

Gentlemen:

This acknowledges receipt of your letter of the 12th instant advising the State Highway Commission of your claim in the amount of $418.57 against Consolidated Highway Company, Inc.

I presume that this claim was incurred by the Consolidated Highway Company, Inc., in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway. The company was required to furnish the state, in connection with this job, a surety bond for the protection of just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter P. Cline is local agent with offices in the Board of Trade Building, Portland, and McCallister & Campbell are general agents with offices in Room 300, Central Building, Seattle, Washington. I am today bringing your claim to the attention of the bonding company with the request that it be given immediate attention and I would suggest that you do likewise. Also file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed. If you secure no satisfaction from the bonding company, then you still have recourse to action in the courts.

Very truly yours,

HBG:AM

Secretary

October 15, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
Room 300 Central Building
Seattle, Washington

Gentlemen:

You are advised that the State Highway Commission has received notice of the claim of Montgomery Ward & Co., La Grande, Oregon, against the Consolidated Highway Company, Inc.

It appears that the Consolidated Highway Company purchased tires from Montgomery Ward & Company in April of this year in the amount of $418.57 for which no settlement has been made although Montgomery Ward & Company has made repeated requests for the same.

We will appreciate your paying this account at once as per previous agreement and understanding between the State Highway Commission, the Consolidated Highway Company, Inc., and yourselves.

Very truly yours,

Secretary

HBG:AM

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

MONTGOMERY WARD

1101 Washington Ave.
Telephone: Main 18

LA GRANDE, OREGON

RECEIVED
OCT 13 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 12, 1937

Mr. H B Glaisyer
Sec. of State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Since May of this year we have been attempting to collect an account from the Consolidated Highway Co. for tires which they purchased while working at Wallowa.

This totals 418.57 with no payment at all. We have taken this up directly with their head office several times but have not met with any results.

Today we are in receipt of a letter from Mr. W C Williams, who advises us that you can tell us the surety company that had bonded the Consolidated Highway while they were on this construction work.

ANSWERED
H. B. G.

We will surely appreciate anything that you can do to help us collect this long past due account. Thanks.

Yours truly,

MONTGOMERY WARD & CO

R. J. Ayres

Store Manager

#1929

RECEIVED
OCT 16 1937
FOR FILING
40-8

October 15, 1937

Mr. Cecil Chrisman
Attorney-At-Law
Wallowa, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 11th instant inclosing payroll treasury certificate issued by the Consolidated Highway Company, Inc., Portland, in favor of Mr. Oscar Cecil, same being in the amount of $14.15, and represents the value of the service rendered the Consolidated Highway Company, Inc., in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

I am today taking this matter up with the United States Fidelity & Guaranty Company, surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with the above contract and trust that the certificate will be paid at an early date. I would suggest that you also write the bonding company regarding this claim. The local agent of the company is Walter F. Cline, Board of Trade Building, Portland; and the general agents are McCollister & Campbell, 300 Central Building, Seattle, Washington.

Very truly yours,

Secretary

HBG:AM

Mr. Chrisman's letter and certificate held in safe.
A.M.

October 15, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has just received from Cecil Chrisman, Attorney-At-Law, Wallowa, Oregon, one of the Consolidated Highway Company's "Payroll Treasury Certificates", being No. 1823, dated June 19, 1937, payable to the order of Oscar Cecil, in the amount of $14.15.

We do not understand the attitude of the Consolidated Highway Company, Inc., in regard to the payment of claims incurred against its projects and especially its attitude with respect to the taking up of its payroll treasury certificates. Claims against the Consolidated Highway Company, Inc., are constantly arriving at the office of the State Highway Commission notwithstanding that Mr. Logan of the Consolidated Highway Company has repeatedly informed the Highway Commission that he was taking care of these accounts at once.

The certificate issued to Oscar Cecil, which is the subject of this letter, is four months old and should have been paid a long time ago. We will expect you therefore to send us your check in the amount of $14.15, plus interest at 6 per cent from date of issue, immediately; and upon receipt of same we will deliver to you the certificate. Your check should be made payable to the order of Oscar Cecil.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

#1929

RECEIVED
OCT 14 1937
FOR FILING
40-D

October 4, 1937

Basche-Sage Hardware Company

Baker, Oregon

Gentlemen:

Replying to your inquiry of the 1st instant wish to say that the bond furnished by the Consolidated Highway Company, Inc., in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. The contract referred to is Number 1929.

The bond is responsible and liable for the payment of your claim but is automatically released from its obligation in the event the notice of your claim is not filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission. In addition to filing your claim with the bonding company I would suggest that you file a copy of the same in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM
incl.

REFERRED TO McFarland
BY SECRETARY

record on cards

October 4, 1937

The United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has just received a notice of the claim of the Basche-Sage Hardware Company, Baker, Oregon, against the Consolidated Highway Company, Inc., for services rendered the Consolidated Highway Company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. The amount of the claim was not stated; however, the Highway Commission will expect the bonding company to satisfy the claim in accordance with previous agreement and understanding.

Very truly yours,

[illegible] Secretary

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

RECEIVED
OCT 4 - 1937
OREGON
WAY COMMISSION

BASCHE-SAGE HARDWARE CO.
WHOLESALE AND RETAIL
SHELF AND HEAVY HARDWARE
AUTOMOTIVE, FARM, PLUMBING, MINE
AND MILL SUPPLIES
BAKER, OREGON,
October 1, 1937

Oregon State Highway Dept.
Salem, Oregon

Attention: Secretary

Gentlemen:

We have a small account against the Consolidated Highway Co., who had a contract near Wallowa, Oregon.

Will you please advise us the Bond Company holding their Bond so we may file a claim?

Very truly yours,

BASCHE SAGE HARDWARE COMPANY

G. A. French
G. A. French E.S.

GAF:ES

ANSWERED
H. B. G.

#1929

RECEIVED
OCT 14 1937
FOR FILING

40-5

October 4, 1937

Wallowa Hardware and Implement Company

Wallowa, Oregon

Gentlemen:

This acknowledges your letter of the 1st instant inclosing notice of your claim against the Consolidated Highway Company, Inc., arising out of the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

In accordance with the Oregon statutes covering such matters the claim should be filed with the Secretary of State, in order to hold the bond responsible and liable, subsequent to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the Highway Commission. In view of this law, I am forwarding the notice to the Secretary of State to whom I note it is directed.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

noted on cards

October 4, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

I am handing you herewith, for filing purposes, notice of the claim of the Wallowa Hardware and Implement Company, Wallowa, Oregon, against the Consolidated Highway Company, Inc., same being in the amount of $124.90 covering materials furnished the Consolidated Highway Company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

Very truly yours,

HDG:AM

Secretary

cc - Consolidated Highway Co.
519 Henry Bldg.
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

WALLOWA HARDWARE AND IMPLEMENT CO.

BUILDERS' HARDWARE · DOORS AND WINDOWS
HARDWARE AND SADDLERY
PAINTS · OILS
PLUMBING SUPPLIES
IMPLEMENTS · FURNITURE

Wallowa, Oregon

Oct. 1, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

In reply to your letter of Sept. 28 you will find enclosed signed statement of our account against the Consolidated Highway Company, made out as per your instructions of that date.

Trusting this supplies the necessary procedure and thanking you for your interest in the matter, we are

Yours truly,

Wallowa Hdwe. & Imp. Co.
By Bruce Cox, Mgr

BC:fm

Encl 1

ACKNOWLEDGED
H. B. GLAISYER

#1629

COPY

WALLOWA HARDWARE AND IMPLEMENT COMPANY

WALLOWA, OREGON

September 30, 1937

TO: SECRETARY OF STATE

SALEM OREGON

NOTICE hereby is given that the undersigned WALLOWA HARDWARE & IMPLEMENT COMPANY has a claim for material in the sum of one hundred twenty-four and 90/100 ($124.90) against the bond taken from CONSOLIDATED HIGHWAY COMPANY and UNITED STATES FIDELITY AND GUARANTY COMPANY for the work of constructing the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

WALLOWA HDW. AND IMP. CO. (SIGNED)

By Bruce Cox (Signed)
Manager

#1929

To: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That Mrs. E. Z. Thompson in consideration of the sum Two Hundred Six And twenty-one one hundreths dollars in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Wallowa Rock Creek Project, State contract No. 1929.

And the under signed does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 29th day of September, 1937.

Mrs E. Z. Thompson

#1928

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 14 1937
FOR FILING

40-D

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 13, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

The contract for the construction of bridges on the Rock Creek-Wallowa Section was completed on August 20, 1937. Will you please obtain authority from the Highway Commission for payment of final estimate. The work involved was covered by our Contract No. 1928.

Tom Lillebo

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

WAR DK

APPROVED BY HIGHWAY COMMISSION
DATE Sept 14, 1937
H B Glaisyer
Secretary

#1928

RECEIVED
OCT 14 1937
FOR FILING
40-8

October 14, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1928 for the construction of bridges over Rock Creek and Wallowa River near Wallowa on the Wallowa Lake Highway in Wallowa County, has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 25, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $30,758.66, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1929

RECEIVED
OCT 16 1937
FOR FILING
40-D

October 15, 1937

Hon Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of October 14, enclosing three copies of each of the following claims against the Consolidated Highway Company, Inc.:

Motor Inn Auto Repair, 717 Garden Street, Pendleton, Oregon, in the amount of $22.25, for work on the Pendleton-Mytinger Section of the Old Oregon Trail;

Melville's, La Grande, Oregon, in the amount of $50.67, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway. #1929

Copies of these notices of claim are being forwarded by us to the contractor and the surety on the bonds, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 15, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State copies of the following notices of claim against the Consolidated Highway Company, Inc.:

Motor Inn Auto Repair, 717 Garden Street, Pendleton, Oregon, in the sum of $22.25, for work on the Pendleton-Mytinger Section of the Old Oregon Trail;

Melville's, La Grande, Oregon, in the sum of $50.67, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway. #1929

Inasmuch as you are surety on the bonds furnished by the contractor in connection with these jobs, we are forwarding to you herewith a copy of each of these claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.

#1929

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 15 1937
OREGON
STATE HIGHWAY COMMISSION

October 14, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Melville's for $50.67 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, which was received and filed in this office on October 11th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

MELVILLE'S

La Grande, Oregon

October 7, 1937

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Melville's, has a claim for materials in the sum of $50.67 against the bond taken from the United States Fidelity and Guaranty Company, for merchandise furnished to the Consolidated Highway Company, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

MELVILLE'S

By Clara L. Melville
Secretary.

#1958

RECEIVED
OCT 15 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 14, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Motor Inn Auto Repair for $22.25 against the bond taken from Consolidated Hyway Co., principal, and U.S.Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger cut-off section of the Old Oregon Trail which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

MOTOR INN AUTO REPAIR
717 Garden Street
Pendleton, Oregon

October 11, 1937

Secretary of the State of Oregon
Salem, Oregon

To the State Highway Commission of Oregon:

Notice is hereby given that the undersigned, Motor Inn Auto Repair, has a claim for rebabbitting connecting rods for G. M. C. truck in the sum of Twenty-two Dollars and Twenty-five cents ($22.25) against the bond taken from The Consolidated Hyway Co. by the United States Fidelity and Guaranty Co. for the work on the Pendleton-Mytinger cut-off section of the Old Oregon Trail.

MOTOR INN AUTO REPAIR

By Fred P. Hunot

#1929

RECEIVED
OCT 16 1937
FOR FILING
40-8

October 15, 1937

Rodgers' Auto Supply

Enterprise, Oregon

Attention: Jas. W. Rodgers

Gentlemen:

This acknowledges your letter of the 11th instant advising us of your claim in the amount of $99.79 against the Consolidated Highway Company, Inc., same being for labor and supplies furnished this company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

In connection with this job the Consolidated Highway Company was required to furnish the state with a surety bond for the protection of labor and material claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland; and McCollister and Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I am today bringing your letter to the attention of the bonding company with a request that payment of the same be given immediate attention and I would suggest that you do likewise. I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM

October 15, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Gentlemen:

This is to inform you that the State Highway Commission has received notice from Rodgers' Auto Supply, Enterprise, Oregon, of its claim in the amount of $99.79 against the Consolidated Highway Company, Inc., same being for labor and materials furnished the company in connection with its contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

This claim was incurred in March and April, 1937, and, according to Mr. Rodgers, payment of the same has not been made although Mr. Logan has made numerous promises regarding it.

The attitude of the Consolidated Highway Company in regard to the payment of this claim is not in accordance with previous understanding with the State Highway Commission and demand is made therefore for immediate payment of the same.

Kindly give the matter your immediate attention.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
819 Henry Building
Portland, Oregon

RECEIVED
OCT 13 1937
OREGON
STATE HIGHWAY COMMISSION

JAMES W. RODGERS

RODGERS' AUTO SUPPLY

ENTERPRISE, OREGON

Wholesale and Retail
Automobile Supplies
Parts and Accessories

Corner Main and River Streets
Telephone Main 14

October 11, 1937

State Highway Commission,
Salem, Oregon.

Gentlemen:

We have an account for $99.79 with the Consolidated Highway Company, for labor and supplies furnished them in March and April, 1937 in connection with the road contract they had for work at Wallowa, Oregon. We have had promises of payment from them on this, but no payment as yet. We have written them repeatedly regarding it, and since their last promise on August 6th to pay the account on August 21st or 23rd, we can get no reply from them whatever.

We cannot understand why your Commission will allow contracts to such an outfit. As they have undoubtedly received their pay promptly from the State we see no reason why they should not pay their bills. Can you advise us any course of action to take with them that might bring results? Is there any reason why they have not received their payment from the State, or why they should not pay for supplies furnished them in use on their contracts?

Yours very truly,

Rodgers' Auto Supply

By Jas W Rodgers

ANSWERED
H. B. G.

#1929

RECEIVED
OCT 13 1937
FOR FILING
[illegible]

October 9, 1937

Bowman-Hicks Lumber Company

Wallowa, Oregon

Attention: J. W. Evans, Superintendent

Gentlemen:

This acknowledges your letter of October 7 advising of your claim in the amount of $111.67 against the Consolidated Highway Company, Inc., same being for lumber and stove wood furnished that company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

In connection with this job the Consolidated Highway Company, Inc., was required to furnish the state with a surety bond for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Clime is Agent with offices in the Board of Trade Building, Portland. I would suggest that in the event you are unable to secure satisfaction of your claim from the contractor that you file notice of your claim with the surety company; and to further protect you would suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice I am today notifying the bonding company of your claim with the request that they give it their attention.

Very truly yours,

HBG:AM [illegible] Secretary

October 8, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to inform you that we have received a letter from the Bowman-Hicks Lumber Company of Wallowa advising that they have a claim against the Consolidated Highway Company, Inc., in the amount of $111.67 for lumber and stove wood furnished the company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Highway in Wallowa County.

The account is of long standing having been incurred in April of this year. In accordance with previous understanding and agreement between the Highway Commission and the contractor and the surety company overdue claims against the Consolidated Highway Company are to be paid at once and new bills are to be paid promptly when due. The Commission will expect this account to be settled in conformance with that agreement and we will thank you to take care of it at an early date.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Hwy. Co.
519 Henry Building
Portland, Oregon

BOWMAN-HICKS LUMBER COMPANY

MANUFACTURERS OF

BLUE MOUNTAIN OREGON PINE, FIR AND LARCH

BOX SHOOK

H. N. ASHBY
GENL. WESTERN MANAGER
C. C. ATWOOD
SUPERINTENDENT

GENERAL OFFICE
KANSAS CITY, MO.

WALLOWA, OREGON

RECEIVED
OCT 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 7, 1937

Mr. H. B. Glaisyer, Secy.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

The Consolidated Highway Co., constructing some road for you near Wallowa, still owes us a balance of $100.67 for lumber obtained in April, together with $11.00 for stove wood, total $111.67.

We have been unable to collect these items, but are anxious to get them taken care of as soon as possible. Would appreciate your advice as to the proper procedure.

Yours very truly,

BOWMAN-HICKS LUMBER CO.

J W Evans
Superintendent

cc LaGrande Office

ANSWERED
H. B. G.

FORM 8-M-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
14 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1937
FOR FILING
40-9

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Montgomery Ward
La Grande, Oregon

Attention R. J. Ayres
Store Manager

Gentlemen:

Your letter addressed to Mr. E. B. Aldrich, State Highway Commissioner at Pendleton, with reference to an account you have against the Consolidated Highway Company, Inc., has been referred to this office.

For your information, I might advise that this construction company has experienced some difficulty in meeting their bills promptly, but any materials furnished to them that were used in or on their contract at Wallowa will be an obligation against the surety company, who covered their bond on the construction.

If you will write to H. B. Glaisyer, Secretary of the State Highway Commission at Salem, he will give you the necessary information as to the nearest agent of the bonding company, whom you can contact.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc E. B. Aldrich
H. B. Glaisyer ✓

NOTED
H B GLAISYER

#1929

RECEIVED
OCT 13 1937
FOR FILING
40-82

October 7, 1937

Chandler Tractor & Equipment Co.
1311 Washington Avenue
LaGrande, Oregon

Gentlemen:

This acknowledges your letter of the 5th instant advising the State Highway Commission of your claim in the amount of $24.86 against the Consolidated Highway Company, Inc., for supplies furnished in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

I would suggest that you make further demands on the bonding company for the payment of your claim. Evidently you know the name of the company but for your ready information will say that it is the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would also suggest that you file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In conformance with our usual practice I am today bringing your letter to the attention of the United States Fidelity & Guaranty Company and the contractor and I am asking them to take care of this account.

Very truly yours,

HBG:AM

Secretary

October 7, 1937

The United States Fidelity & Guaranty Co.
Walter F. Cline Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

I am inclosing for your information a copy of a letter that I have today received from the Chandler Tractor & Equipment Company, LaGrande, advising the Highway Commission of its claim in the amount of $24.86 against the Consolidated Highway Company, Inc., for supplies furnished in connection with the company's contract with the Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. I am also inclosing an itemized copy of the claim.

You will note that this claim is of long standing. We believe that it should be paid at once if the claim is legitimate which is in conformance with previous agreement and understanding with respect to claims against the contracts of the Consolidated Highway Company, Inc. We will appreciate it therefore if you will see that the account is settled at an early date.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

LLIS-CHALMERS TRACTORS
AND ROAD MACHINERY

HUDSON & TERRAPLANE CARS
WHITE & INDIANA TRUCKS

Chandler Tractor & Equipment Co.
1311 WASHINGTON AVENUE
PHONE MAIN 176
La Grande, Oregon

RECEIVED
OCT 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 5, 1937

Secretary,
Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen:

We have a bill of $24.86 due us from the Consolidated Highway Co., for supplies as itemized, that were used on the Wallowa job. We are sending you a statement in duplicate, and we wish that you would assist us in collecting it. You will notice from this statement that this account is quite old, and they have repeatedly agreed to take care of it but have failed to do so, as yet.

We have a letter from the Portland office stating that they would pay this account in the month of August. This they failed to do. We also send their Surety Co., in Portland a duplicate statement requesting them to acknowledge our letter, and this they also failed to do.

Thanking you in advance for your cooperation, we are

Yours very truly,

CHANDLER TRACTOR & EQUIPMENT CO.

Earl E Chandler

Earl E. Chandler,

President.

ANSWERED
H. B. G.

#1929

LLIS-CHALMERS TRACTORS
AND ROAD MACHINERY

CASE PO
EQUIP NT

HUDSON & TERRAPLANE CARS
WHITE & INDIANA TRUCKS

Chandler Tractor & Equipment Co.
1311 WASHINGTON AVENUE
PHONE MAIN 178

LA GRANDE, OREGON, October 5 1937

Consolidated Highway Co.,
Wallowa, Oregon.

DATE	ITEMS	DEBIT	CREDIT
1/6	12-16 rt. 32 cp. lamp bulbs	.60	5.40
2/9	1 Garlock Packing Sheet		
	1/8 x 40 x 40	18.20	
	Parcel Post	.33	
	Telegram	.93	19.46
	BALANCE		$24.86

letter of Octo-
which has been
Company against
pany in connec-
No. 1929 which
ny, Inc., for
n of the Wallowa

tice we are today
sending copies of this notice to the contractor and the surety.

Very truly yours,

ALS Secretary

cc

#1929

RECEIVED
OCT 13 1937
FOR FILING
40-9

October 6, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 5 with attached copies of notice of claim which has been filed by the Wallowa Hardware and Implement Company against the bond taken from Consolidated Highway Company in connection with State Highway Commission Contract No. 1929 which was awarded to the Consolidated Highway Company, Inc., for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

ALM

cc

October 6, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising of the claim of the Wallowa Hardware and Implement Company against the Consolidated Highway Company, Inc., for materials furnished the contractor in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, State Highway Commission Contract No. 1929.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

ALM
Secretary

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

RECEIVED
OCT 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 5, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your files three copies of the notice of claim by Wallowa Hardware and Implement Company for $124.90 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway which was forwarded with your letter of October 4th and filed in this office today.

1929

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

WALLOWA HARDWARE AND IMPLEMENT CO.

Wallowa, Oregon

September 30, 1937

To:

SECRETARY OF STATE

SALEM, OREGON

NOTICE hereby is given that the undersigned WALLOWAHARDWARE & IMPLEMENT COMPANY has a claim for material in the sum of One hundred twenty-four and 90/100 Dollars ($124.90) against the bond taken from CONSOLIDATED HIGHWAY COMPANY and UNITED STATES FIDELITY AND GUARANTY COMPANY for the work of constructing the Rock Creek-Wallowa Section of the Wallowa Lake Highway.

WALLOWA HDW AND IMP. CO.

By Bruce Cox
Manager.

Endorsed: File No. 2697
Filed October 5, 1937
EARL SNELL
Secretary of State

CONTRACT#1928,1929

40-D Rock Creek-Wallowa Sec. 1935

1928.1929 Folder 1 [redacted]

RECEIVED
OCT 11 1937
FOR FILING
40-D

#1929

September 30, 1937

Keltner & Skaggs

Enterprise, Oregon

Gentlemen:

Reply is made to your letter of the 27th instant in which you advise us of your claim in the amount of $26.90 against Consolidated Highway Company, Inc., for services rendered that company in connection with its contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

In connection with this job the Consolidated Highway Company, Inc., furnished the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. Such bond was written by the United States Fidelity and Guaranty Company for whom Walter F. [illegible] is local agent with offices in the Board of Trade Building, Portland. The Highway Commission offers this bond to you for the protection of your claim and we would suggest that you file notice thereof with the agent of the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM
Incl.

September 30, 1937

The United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that the Consolidated Highway Company, Inc., owes Keltner & Skaggs, Enterprise, Oregon, $26.90 for services rendered in connection with the Consolidated Highway Company's contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

In accordance with previous agreement and understanding the State Highway Commission will expect the United States Fidelity & Guaranty Company to take care of these accounts and other accounts in Enterprise which the Highway Commission has been advised are outstanding. We will appreciate it therefore if you will take care of the account of Keltner & Skaggs at the earliest possible time.

Very truly yours,

Secretary

HBG:AM

cc - Consolidated Highway Company

Keltner & Skaggs
Hardware and Implements
Enterprise, Oregon

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

Sep 27, 1937

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:--

We have an account with the Consolidated Highway Co., Inc, who~~s~~ had the contract at Wallowa, Ore,., in the amount of #26.90, which we have been unable to collect.

If it is not too much trouble, we would appreciate very much to know what means we should take to collect the same from their surety.

Thanking you for the information, we remain

Yours truly,

Keltner & Skaggs.

ANSWERED
H. B. G.

#1929

RECEIVED
SEP 30 1937
FOR FILING
40-8

September 30, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of September 28, enclosing three copies of a notice of claim by Norman Frees - Chevrolet for $50.95 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Commission Contract No. 1929.

A copy of this notice of claim is being forwarded by us today to the contractor and also to the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

EARL SNELL

September 30, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Enclosed please find a copy of a notice of claim which we have received from the Secretary of State against Consolidated Highway Company, Inc., by Norman Frees - Chevrolet, in the sum of $50.85, for work in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Commission contract No. 1929.

This copy is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being forwarded.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL
encl.

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

September 28, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Norman Frees-Chevrolet for $50.93 against the bond taken from Consolidated Highway Company, principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, which was received and filed in this office on September 10th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

NORMAN FREES — CHEVROLET
1416 Adams Avenue Telephone Main 2
La Grande, Oregon

STATEMENT

To: Consolidated Highway Company
Wallowa, Oregon

1/7/37	1 Head Light Rim		1.10	
	1 Lens		.75	
	1 Headlamp		4.75	
			6.60	
		25%	1.65	4.95
1/15/37	1 836007 01 Hub.		3.50	
	9 837461 Spg.		.90	
			4.40	
		25%	1.10	3.30
3/20/37	Install Counter Shaft and			
	2 Clutch Brg. (Labor Net			1.75
	1 Overload Frame Step		.70	
	1 Counter Shaft		3.90	
	2 Main Drive Gears		10.70	
	2 Split Shaft Pins		1.60	
	2 907502 Bearings		3.50	
	2 903209 Bearings		10.50	
	2 142260 Bearings		6.70	
	2 121856 Brarings		7.70	
	4 509333 Keys		.08	
			45.38	
		25%	11.34	34.04
4/1/37	16 473548 Bolts		.80	
		25%	.20	.60
5/17/37	1 473546 Seal		.45	
	1 473638 Lock		.03	
			.48	
		25%	.12	.36
5/27/37	1 261489 Main Shaft Worm		2.95	
		25%	.73	2.22
6/17/37	1 Spring		4.95	
		25%	1.24	3.71
			Total Bill	50.93

This bill itemized and submitted by-Norman Frees - Chevrolet
1416 Adams Avenue
La Grande, Oregon

By. N. B. GRIFFITHS
Bookkeeper

To: State of Oregon.

Notice hereby is given that the undersigned, Norman Frees-Chevrolet, La Grande, Oregon, has a claim for the a bove labor and materials in the sum of $50.93, against the bond taken from Consolidated Highway Company, Principal, and United States Fidelity and Guaranty Company, Walter F. Cline, resident Agent, Board of Trade Building, Portland, Oregon, for the work of contract # 1920, with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of Wallowa Lake Highway, in Wallowa County.

NORMAN FREES-CHEVROLET.,
By NORMAN FREES
(Owner)

Endorsed: File #2691
Filed 9/10/37
EARL SNELL
Sec. of State

#1929

RECEIVED
SEP 30 1937
FOR FILING

40-8

September 28, 1937

WALLOWA HARDWARE AND IMPLEMENT COMPANY
Wallowa
Oregon

Gentlemen:

This acknowledges receipt of your statement of September 22, showing an additional claim of $10.30, aggregating $124.90, against the Consolidated Highway Company.

Please refer to our letter of June 15, in which we outlined to you the procedure necessary to protect your claim, calling to your attention the fact that your claim must be filed with the Secretary of State within six months from the date of acceptance of the job. We have as yet received no notice from the Secretary of State's office of the filing of your claim. For full protection, the former claim of $114.60 and this additional one of $10.30, should be filed in that office in form substantially as given in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RBL

encl.

September 28, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Wallowa Hardware and Implement Company, Wallowa, Oregon, notice of an additional claim against the Consolidated Highway Company in the amount of $10.50, bringing the total bill to date $124.90, in connection with State Highway Commission Contract No. 1929 for construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

We are notifying you, as surety on the bond furnished by the contractors, of this additional claim, and trust that you will see that it is taken care of.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
Henry Building, Portland

WALLOWA HARDWARE & IMPLEMENT CO.

Builders Hardware, Doors and Windows, Furniture, Automobile Accessories, Hardware,
Saddlery, Plumbing Supplies, Paints and Oils

Wallowa, Oregon 9/22/37

Sold To Consolidated Highway Co.
Portland,
Ore.

RECEIVED
SEP 24 1937
OREGON
STATE HIGHWAY COMMISSION

TERMS: Net Cash First of Month Following Purchase.

DATE	DESCRIPTION	DEBITS	CREDITS
	Account Previously Rendered		
	Balance of account as rendered	124	90
	BAL. DUE		

ptember 23, 1937

rom the Perkins
office and is
onsideration.

rs very truly,

Snell

cretary of State

NOTED
H. B. GLAISYER

similar assignment
read + acknowledged
previously HBG

RECEIVED
SEP 24 1937

40-I

RECEIVED
SEP 24 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 23, 1937

Oregon State Highway Department
State Office Building

Gentlemen:

Enclosed herewith is an assignment from the Perkins Enterprise Company which was received by this office and is respectfully referred to your department for consideration.

Yours very truly,

Earl Snell

Secretary of State

S:CL
enc.

NOTED
H. B. GLAISYER

similar assignment
read + acknowledged
personally HBG

CONSOLI[illegible] [illegible]IGHWAY COMPANY, Inc.
519 Henry Building
Portland, Oregon

RENTAL STATEMENT

Account with C. J. Bird

Equipment ~~Water Wagon~~ Stude. Truck from Jun 14 to Aug. 30 incl.

Class of Work	Hrs or Yards	Rate	Amount
C. J. Bird	440½	1.75	761.13
C. O. Hewitt	68	"	119.00
Floyd Shoopman	320½	"	560.88
L. Gibson	10½	"	17.80
R. L. Smith	6		10.50
Total Earned			1468.89

Deductions

Wages

C. J. Bird	(wages)	@ .50	per hour	225.00
Floyd Shoopman		@ .60		192.40
C. O. Hewitt		@ .50		40.80
R. L. Smith		@ .50		3.00
L. Gibson		@ .50		7.80
617½ gal gas		@ .22		135.85
10 " oil		@ 1.00		10.00
Monies advanced				20.00
Total Deductions				634.85

Total Deductions 634.85

Net Amount Payable for rental 834.04

In the Presence of :

W. A. Rosewall

Steph Joplin

Wallowa, Oregon

Sept. 17, 1937.

The above assignment is hereby recognized and accepted.

ASSIGNMENT OF WAGES

September 14, 1937 Enterprise, Oregon

TO The Consolidated Highway Company, Inc.
519 Henry Building
Portland, Oregon:

This is to notify you, that for a valuable consideration to me in hand paid, the receipt whereof is hereby acknowledged, I have assigned and do by these presents assign, transfer and set over to Perkins Enterprise Company, Enterprise, Oregon, the sum of $600.00 of my earnings that are due and owing to me by you as per the hereto attached statement of account between myself and your company, and I hereby authorize you and your officers, agents and representatives to pay to the Perkins Enterprise Company, the sum of $600.00 out of the amount due and owing to me from your company, and hereby assign and set apart the amount of $600.00 to be paid to the Perkins Enterprise Company, and hereby approve said payment to said Company, and approve the receipt of said money by the said Perkins Enterprise Company from you as a credit against the amount that is due and owing to me as per the statement hereto a tached and made a part of this assignment and transfer.

C J Bird

In the Presence of :

W. C. Roswell

Steph Joplin

Wallowa, Oregon
Sept. 17, 1937.

The above assignment is hereby recognized and accepted.

FORM S-A-1 6M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 7 1937
FOR FILING

40-5

September 20th, 1937

IN REPLY PLEASE REFER TO FILE NO.

U. S. Fidelity & Guaranty Co.
Board of Trade Building
Portland, Oregon

RE: Consolidated Highway
Certificate #5027 to
T. C. Wildish.

Attention: Mr. Murray, Supt. of Claims.

Dear Sir:

NOTED
State Highway Engineer

The attached letter has been received from Mrs. L. Z. Thompson of Thompson's Cafe, Wallowa, Oregon.

This matter has been brought to your attention several times and the Commission was informed at the meeting at the Benson Hotel that all these claims had been taken care of.

Mrs. Thompson has been put to considerable trouble in the endeavor to collect the money due her; and therefore, we will expect you to see that the check is taken up immediately without further bother to her.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Walter Cline

#1929

RECEIVED
SEP 21 1937
FOR FILING
40-D

September 20, 1937

Perkins Enterprise Company

Enterprise, Oregon

Gentlemen:

I am returning to you herewith assignment given in your favor by C. J. Bird who apparently is in the employ of the Consolidated Highway Company, Inc. I can see nothing wrong with the assignment in the event that Mr. Bird wants to pay his account with you in such manner and if the Consolidated Highway Company, Inc., honors the same, which evidently it has as I note a statement to that effect at the bottom of the assignment signed by Mr. Jetley.

The Highway Commission is not particularly concerned with assignments of wages arising out of state highway contracts and does not guarantee that the provisions of the assignment will be carried out as it considers they are matters between the wage earner, his creditor and the contractor.

In the event that you do not secure the money due you by reason of this assignment I believe that you would have recourse to action against the bond furnished by the contractor in connection with the contract on which Mr. Bird was working and would suggest, therefore, in the event that you do not secure the amount due you, that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. I would also suggest that you file notice of your claim with the surety on the bond which in this instance is the United States Fidelity and Guaranty Company, Walter F. Clime, Agent, Board of Trade Building, Portland, Oregon.

Very truly yours,

Secretary

HBC:AM

incl.

PERKINS ENTERPRISE COMPANY
AUTHORIZED SALES AND SERVICE
ENTERPRISE, OREGON

September 18, 1937

RECEIVED
SEP 20 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attached hereto is an assignment of wages by C. J. Bird of monies due him from the Consolidated Highway Company, Inc.

Please advise us if the above claim is in order and what steps we should take to collect.

Yours truly,

Perkins Enterprise Co.

By W. C. Roswall

WCR:ve
enc.

ANSWERED
H. B. G.

#1928

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

40-B

RECEIVED
21 1937
OREGON
STATE HIGHWAY COMMISSION

September 20, 1937

Oregon State Highway Commission
Salem, Oregon

Re: 58215-12-706-36 - Tom Lillebo

Gentlemen:

The above bond covers contract for the construction of bridges over Rock Creek and Wallowa River on the Wallowa Lake Highway near Wallowa, Wallowa County, State Highway Contract No. 1928.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

Manager

JJ

Aug 10–
E - $29,653.07
R. - $ 2,561.55
Pd - $27,091.52

Portland 104

FORM 2-187 1M, 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

40-8

IN REPLY PLEASE
REFER TO FILE NO.

September 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention ~~Mr~~. E. G. Smith, Construction Engineer

Dear Sir:

With reference to the final seal on the Rock Creek-Wallowa project, wish to advise that emulsified asphalt will be used. No cutback has been ordered as specifications call for a single seal, using 95 oil.

I am unable to advise whether or not all the 95 oil has been ordered, as John Logan has told me so many different stories about the ordering of the oil that I am rather doubtful as to whether any oil has been ordered. However, if there has been an excess of oil ordered, it can be barreled for maintenance purposes as considerable oil is required each year in that vicinity for maintenance work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

7 cc R. H. Baldock

STATE HIGHWAY ENGINEER
NOTED

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 15th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

40-8

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission at its recent meeting decided to allow the Consolidated Highway Company to proceed with the oiling of the Rock Creek-Wallowa Section even though they could not finish until after September 15th. However, this oiling is to be definitely governed by the specifications concerning temperature, and no oil is to be laid when weather conditions or temperature are unsuitable for the work.

We have had two instances where cutback applications laid immediately prior to heavy rains have emulsified and formed an unstable combination. In one instance the mess had to be bladed entirely from the surface, and in the other instance blotted up by a heavy application of sand. We, therefore, wish to discontinue the use of cutbacks for second seal during the fall season, and you will accordingly make arrangements for the second seal on the Rock Creek-Wallowa job to be emulsion.

If the cutback has actually been ordered, it will, of course, be necessary to use it, but they should use great care to see that it is not applied during threatening weather. If possible, however, make the substitution to emulsion for the final seal.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1929

RECEIVED
SEP 16 1937
FOR FILING

40-9

September 15, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from MELVILLE'S, INC. that they have a claim against Consolidated Highway Company, in the sum of $50.67, for materials furnished said contractors in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Wallowa County, State Highway Commission contract No. 1929.

Please give this matter your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company

September 15, 1937

MELVILLE'S, Inc.
La Grande, Oregon

Attention Mr. C. Melville

Gentlemen:

This acknowledges receipt of your letter of September 11, presenting statement of your claim, in the sum of $50.67, against Consolidated Highway Company for materials furnished them by you in connection with their contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

We are notifying the contractors and the surety on their bond of your claim, and suggest that you do the same. The surety who furnished the bond for protection of claimants against the contractor on this project, is the United States Fidelity & Guaranty Company, for whom Walter F. Cline is agent, with offices in the Board of Trade Building, Portland. It would be well for you also to notify the Secretary of State of your claim, in accordance with the provisions of Chapter 280, Oregon Laws 1931, copy of which in mimeographed form is enclosed for your information and guidance.

Very truly yours,

Secretary

MEL

Melville's INCORPORATED ... ESTABLISHED 1895

PLUMBING, HEATING, SHEET METAL WORK • DINNERWARE, GLASSWARE, HOUSEWARES, GIFTS

LA GRANDE, OREGON

September 11, 1937

RECEIVED
SEP 13 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaiyser, Secretary
State Highway Commission
Salem, Oregon

Dear Sir: Re: Consolidated Highway Co

The enclosed bill represents material furnished by us to the above company in May 1937, on which we have never received payment.

We would very much appreciate your investigating and seeing that this account is paid.

Thanking you in advance, we remain

Yours truly,

MELVILLE'S

By C. Melville

CM m

ESTABLISHED 1895

MELVILLE'S
INCORPORATED

DINNERWARE
GLASSWARE

PLUMBING, HEATING
SHEET METAL WORKS

KITCHENWARE
HOUSEWARE

La Grande, Ore., May 8 - 1937

Sold to Consolidated Highway Co

Address Wallowa Highway Job

QUAN.	DESCRIPTION	AMOUNT	
40'	1½" gal pipe 22.39	8	96
110'	2" gal pipe 30.18	33	20
4'	2" gal pipe 30.18	1	21
2	2 x 3 gal nip		38
1	2½ x 9½ nip		80
1	1½ x 4 nip 17		17
2	2½ x 2 reducers	1	30
1	2 x 1½ reducer		40
4	1½ gal Lo	1	60
2	2" gal Lo 55	1	10
1	1½ tees		55
1	1½ plug		10
1	2" unions		90
		50	67

etter of the 9th
f $12 against Con-
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the attention of
lidated Highway Com-
nty contract. How-
claim with the
uch as the bond is
aim. This bond was
ty Company for whom
the Board of Trade
you to file notice
ccordance with the
eographed copy of
ary of State should
from date of comple-
responsible after

Very truly yours,

HBG:AM

Secretary

#1929

RECEIVED
SEP 13 1937
FOR FILING

40-8

September 10, 1937

Bushnell's Wrecking House
West End Division Street
LaGrande, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 9th instant advising of your claim in the amount of $12 against Consolidated Highway Company, Inc., same being for purchase of one model A ford truck rear end complete.

I am today bringing your letter to the attention of the surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with its Wallowa County contract. However, I would suggest that you also file your claim with the agent of the company that wrote the bond inasmuch as the bond is liable for the satisfactory payment of your claim. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. It might also be well for you to file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is inclosed. The filing with the Secretary of State should be made prior to the expiration of six months from date of completion of the project in order to hold the bond responsible after such time.

Very truly yours,

Secretary

HBG:AM

September 10, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from Bushnell's Wrecking House, La-Grande, advising of their claim in the amount of $12 against the Consolidated Highway Company, Inc. You will note that this claim was incurred on May 11, 1937, and accordingly payment of same is long past due. We will thank you to settle this claim in accordance with previous understanding and agreement with the State Highway Commission.

Very truly yours,

Secretary

HBG:AM

cc - Consolidated Highway Co., Inc.
519 Henry Bldg.
Portland, Oregon

USED CARS
EXPERT REPAIRING

USED CAR PARTS
BATTERY RECHARGING

BUSHNELL'S WRECKING HOUSE

Alfred Bushnell, Prop.

WEST END DIVISOIN ST.

PHONE 189 J

LaGrande, Oregon

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

Sept.9,19[illegible].

State Highway Commision

Salem,Ore.

Dear Sir:

The Consolidated Highway Co.Inc. at Wallowa Ore. purchased one model A ford truck rear end complete, amounting to $12.00 . We have sent several statements,but have been unable to collect.Date they purchased May 11 1937.

Could you do something about this matter for us please?

Yours truly,

Alfred Bushnell.

ANSWERED
H. B. G.

ACKNOWLEDGED
H. B. GLAISYER

#1929

RECEIVED
SEP 4 1937
FOR FILING
40-9

September 3, 1937

Mr. W. B. Griffiths
1416 Adams Avenue
La Grande, Oregon

Dear Sir:

This acknowledges your letter of August 26, inquiring what procedure to follow in order to protect your claim against the Consolidated Highway Company in connection with their contract, No. 1929, with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

We are enclosing mimeographed copy of Chapter 260, Oregon Laws 1931, for your guidance in filing your claim with the Secretary of State. The surety on the bond is the United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident Agent, with offices in the Board of Trade Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

RECEIVED
AUG 27 1937
STATE HIGHWAY COMMISSION

for [illegible] Transportation

NORMAN FREES~~CHEVROLET
Sales and Service
1416 ADAMS AVENUE TELEPHONE MAIN 2
LA GRANDE, OREGON

August, 26, 1937.

State Highway Commission,
State Office Bldg.,
Salem, Oregon.

Dear Sir:

The Secretary of State has just advised us that we can, through your office, secure the information which they require to file a claim against the contractor and their bondsman.

We have an account against the Consolidated Highway Company of Wallowa and inasmuch as it has become delinquent we desire to file a claim in the Secretary of States office and are therefore requesting that you advise us as to the name of the surety upon the bond and a mention of the work concerning which the bond was taken. Upon receipt of this information we will proceed to file a claim for the work which they had done in our place of business.

Thanking you, we remain,

Yours very truly,

W. B. Griffiths.

#1921

FORM 6-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
SEP 14 1937
FOR FILING

40-B

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

SALEM

September 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application of Tom Lillebo for an extension of time of thirty days to complete the Wallowa River and Rock Creek Bridges in Wallowa County, Contract No. 1928. This is accompanied by consent of surety and by the approval of the Bureau of Public Roads.

Due to the fact that the award of this contract was delayed approximately thirty days after the opening of bids, I would recommend that this extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP IK
Enclosures
cc H. B. Glaisyer

REFERRED TO
BY SECRETARY

RECEIVED
AUG 27 1937
FOR FILING

#1929

40-E

SHELL OIL COMPANY

CHRONICLE BUILDING
W. 926 SPRAGUE AVENUE
SPOKANE, WASHINGTON

TELEPHONE RIVERSIDE 3121

August 24, 1937

Department of Highways
State of Oregon
LaGrande, Oregon

Gentlemen: RE: CONSOLIDATED HIGHWAY CO.

Please complete the enclosed stencil form No. 37 relative to the contract of Consolidated Highway Company at Rock Creek, Wallowa Section of Wallowa Lake Highway. We believe your contract number to be FAP-40-D.

We enclose self-addressed stamped envelope for your convenience in replying.

Yours very truly,

SHELL OIL COMPANY

W. G. Nissen

Credit Department

WGN:dc
Enc.

RECEIVED
AUG 25 1937
DIV [illegible]

RECEIVED
AUG 23 1937
FOR FILING
40-9

August 21, 1937

Paul Bunyan Company
La Grande, Oregon

Gentlemen:

Reply is made to your letter of the 17th instant with further reference to your claim against the Consolidated Highway Company, Inc.

It is noted that you have filed your claim with the Secretary of State. Such filing simply holds the bond responsible and liable for the payment of your claim subsequent to the expiration of a period of six months from the date of completion of the project in connection with which the claim incurred, and acceptance of the work by the Highway Commission.

The State Highway Commission does not pay claims direct so if you do not secure satisfaction from the contractor or from the bonding company within a reasonable length of time then you had probably better file suit against the bond.

I trust that this is the information that you desire.

Very truly yours,

Secretary

HBG:AM

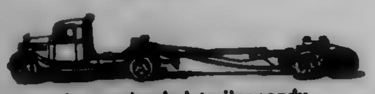
RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

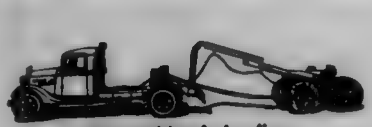
PAUL BUNYAN COMPANY

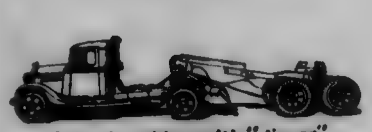
MANUFACTURERS OF
PAUL BUNYAN TRAILER LIFTS
PAUL BUNYAN LOGGING TRAILERS
PAUL BUNYAN SEMI TRAILERS

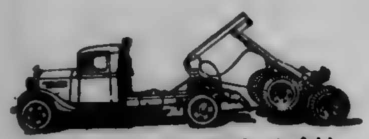
MANUFACTURERS' AGENTS FOR
GMC TRUCKS
BUICK AUTOMOBILES
STRUCTURAL STEEL

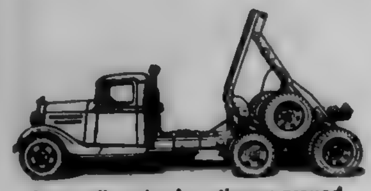
LA GRANDE, OREGON

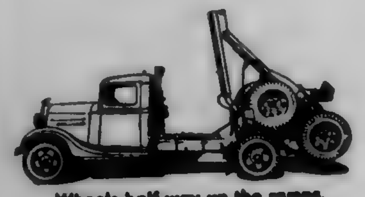

Logs unloaded, trailer ready to return to woods.


First position in loading trailer on truck.


Second position, with "stinger" folded over and resting on bunk.


Hinge on tongue starting to fold.


Rear trailer wheels resting on ground and front wheels engaging ramps attached to truck bunks.


Wheels half way up the ramps.

August 17, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B. Glaisy

Gentlemen:

As suggested in your letter of August 5, we wrote to Walter F. Kline agent U.S. Fidelity and Guaranty Company Surety for the work on the Rock Creek Wallowa section of the Wallowa Lake Highway contract No. 1929. We also enclosed a statement to Mr. Kline, copy of our letter and statement attached hereto. We have also had correspondence with the secretary of State as per copy attached.

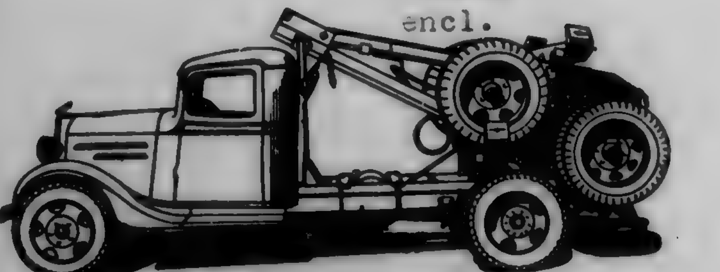
We call your particular attention to our letter of August 13 addressed to Mr. Earl Snell, Secretary of State, Salem, Oregon and the copy of his reply dated August 16.

You will note in Mr. Snell's reply that he is unable to answer the questions in our letter of August 13, and we would appreciate information from your office as to what action we should now take in this matter. In other words if this claim is to be voluntarily settled in due course of time, we do not want to bring suit; but if it is necessary for us to bring suit in order to protect ourselves, we want to do so at once.

Thanking you for an early reply, we are

Yours very truly,
PAUL BUNYAN CO.
G L Larson
by

GLL:BM
encl.


Trailer completely loaded and ready to return to the woods. The loading and unloading of the trailer requires approximately 20 seconds.

ANSWERED
H. B. G.

STATEMENT

PAUL BUNYAN CO.

1602 COVE AVENUE PHONE MAIN 345

LA GRANDE, OREGON

August 10, 1937

Walter F. Cline, Agent

United States Fidelity & Guaranty Co.
Board of Trade Bldg.
Portland, Oregon

TERMS: NET CASH

DATE	DETAIL	DEBITS	CREDITS	BALANCE
	Notice hereby is given that the undersigned, Paul Bunyan Company, La Grande, Oregon, has a claim for machinery parts furnished the Consolidated Highway Company, Inc., as per itemized invoice attached in the sum of $60.01, (sixty dollars and 01/100) against the bond taken from United States Fidelity & Guaranty Company for the Construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Contract No. 1929.			

Paul Bunyan Company

by____________________
Partner

COPY

1937

ommission
ed Highway
ly attached

of our charge against

n this regard,

,

August 10, 1937

Mr. Walter F.Cline, Agent
United States Fidelity & Guaranty Co.
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

Recently we wrote the Oregon State Highway Commission regarding our account against the Consolidated Highway Company, Inc. Please note copy of their reply attached hereto.

We are enclosing herewith statement and copy of our charge against the Consolidated Highway Company, Inc.

If there is any further information needed in this regard, please let us hear from you.

Yours very truly,
PAUL BUNYAN CO.

by

COPY

STATEMENT

PAUL BUNYAN CO.
1602 COVE AVENUE PHONE MAIN 345
LA GRANDE, OREGON

August 10 1937

Mr. Earl Snell, Secretary of
State of Oregon
Salem, Oregon

TERMS: NET CASH

DATE	DETAIL	DEBITS	CREDITS	BALANCE
	Notice hereby is given that the undersigned, Paul Bunyan Company, La Grande, Oregon, has a claim for machinery parts furnished the Consolidated Highway Company, Inc., as per itemized invoice attached in the sum of $60.01, (sixty dollars and 01/100) against the bond taken for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, In Wallowa County, Contract No. 1929. Paul Bunyan Company by Partner COPY			

, 1937

ommission
ed Highway Co.
ed hereto.

of our charge
c.

n this regard,

,

COPY

August 10, 1937

Mr. Earl Snell,
Secretary of State,
Salem, Oregon

Dear Sir:

Recently we wrote the Oregon State Highway Commission regarding our account against the Consolidated Highway Co. Inc. Please note copy of their reply attached hereto.

We are enclosing herewith statement and copy of our charge against the Consolidated Highway Company, Inc.

If there is any further information needed in this regard, please let us hear from you.

Yours very truly,
PAUL BUNYAN CO.

by

COPY

August 12, 1937

Paul Bunyan Co.
1602 Cove Avenue
La Grande, Oregon

Gentlemen:

Your notice of claim for $60.01 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Company, surety,,for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, has been filed in this office today.

Yours very truly,

Earl Snell
Secretary of State

COPY

August 13, 1937

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge your letter of August 12 in which you advise you have filed our claim against the Consolidated Highway Co., Inc., principal and U.S. Fidelity and Guaranty Co. Surety in the amount of $60.01. For our records we would appreciate your answering the questions listed below.

1. Is it necessary for us to take any further action to insure the collection of this account?
2. If it is necessary for us to take further action to insure the collection of this account, please advise against whom we should bring this action.
3. If further action is not necessary, please advise the approximate elapsed time before settlement will be voluntarily made.

We trust we are not asking for service which your office is legally restricted from giving us. If, however, this is the case, just a note so advising will be sufficient.

Thanking you kindly for past favors, we are

Yours very truly,
PAUL BUNYAN CO.

by

COPY

August 16, 1937

Paul Bunyan Co.
La Grande, Oregon

Gentlemen: Attention G.L. Larison

Acknowledgment is made of your letter of August 13th, relative to your notice of claim against the Consolidated Highway Co., Inc.

The filing in this office of a notice of claim in connection with highway construction work, does not authorize payment or collection thereof, but gives the claimant the right to bring suit in the same of the state of Oregon, against the contractor and his bondsmen.

As this office contains no records or information pertaining to state highway construction, other than notices of claim, I would suggest that you write direct to the state highway commission for any information desired in connection with the work covered by your claim.

Yours very truly,

Earl Snell

Secretary of State

COPY

Babcock

RECEIVED AUG 14 1937

40-E

Wallowa Lake Highway, Rock Cr.-Wallowa Section
Contract 1929, Prefix 32-1102

Consolidated Highway Co. Inc., Contractors
Edward Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,015.00	All			$1,220.00
Trench Excavation	331.10	301 cu. yd.	1.10	2.00	602.00
Exc. Single Class	14,485.08	26,800 cu. yd.	0.55	0.32	8,576.00
Overhaul	720.00	18,000 yd. sta.	0.04	0.02	360.00
Truck Haul	1,020.00	3,400 yd. mi.	0.30	0.16	544.00
Special Borrow	8,360.00	22,000 cu. yd.	0.38	0.29	6,380.00
Hauling Special Borrow	2,880.00	16,000 yd. mi.	0.18	0.12	1,920.00
Finishing Roadbed & Slopes	1,845.00	3 Miles	615.00	500.00	1,500.00
Rounding Cutbanks	176.00	2,200 lin. ft.	0.08	0.10	220.00
18" Corr. Iron Syphon Pipe	159.60	76 lin. ft.	2.10	2.24	170.24
18" " " Pipe	483.60	248 lin. ft.	1.95	2.00	496.00
24" " " "	359.60	116 lin. ft.	3.10	2.94	341.04
Class "A" Concrete	315.52	9.86 cu. yd.	32.00	30.00	295.80
Selected Roadbed Topping	9,451.35	21,003 cu. yd.	0.45	0.29	6,090.87
Hauling " "	3,529.80	19,610 yd. mi.	0.18	0.10	1,961.00
Crushed Rock Surfacing	6,190.00	2,950 cu. yd.	2.10	1.61	4,749.50
Filler	493.50	987 cu. yd.	0.50	0.40	394.80
Hauling Filler	170.00	850 yd. mi.	0.20	0.20	170.00
Sprinkling	969.30	718 M-Gals.	1.35	1.70	1,220.60
PA #1 30" C.I. Syphon Pipe	279.00	60 lin. ft.	4.65	4.75	285.00
Salvaging C.I. Pipe	274.00	274 lin. ft.	1.00	1.00	274.00
Mineral Aggregate in Stockpile (Credit)	5,980.00	2,600 cu. yd.	2.30	1.50	3,900.00
	$59,485.45				$41,670.85

Total Cost	$59,485.45
Gross Revenue	41,670.85
Net Loss	$17,814.60

Net Loss Equals 42.8% of Gross Revenue

Contract 1929

Rock Creek-Wallowa Section

Detail of Cost

Labor:

Supervision	$2,285.00	
Labor	24,230.30	
State Industrial Accident Insurance	1,325.76	
Unemployment Insurance	265.15	
Old Age Pension	530.30	
		$28,636.51

Material:

18" Corr. Iron Syphon Pipe	76	lin. ft.	at 1.65	125.40	
18" Corr. Iron Culv. Pipe	248	lin. ft.	at 1.42	352.16	
18" Bands	16	each	at 2.42	38.72	
24" Corr. Iron Pipe	116	lin. ft.	at 2.20	255.20	
24" " " " Bands	6	each	at 2.80	16.80	
30" Corr. Iron Syphon Pipe	60	lin. ft.	at 3.69	221.40	
30" " " Pipe Bands	2	each	at 3.03	6.06	
Cement	15	bbls.	at 3.20	48.00	
					1,063.74

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	17,103.50	
Gas, Oil & Grease	5,650.00	
Small Tools, Supplies, Repairs & Misc.	4,275.00	
Moving In and Out	1,500.00	
Bond 1% of Gross Revenue	416.70	
Home Office & General Overhead	840.00	
		29,785.20
Approximate Cost Grand Total		$59,485.45

Rock Creek-Wallowa Section

REMARKS:

This job was bid October 1st, 1936, awarded October 29th, and work was started November 29th. Up to July 17th, practically all of the work except oiling was complete. The oiling will be subbed probably to Gerber and will be done sometime in August.

The lack of suitable equipment and organization has caused the job to string out over a long period of time which has run up the cost.

The clearing work was almost completed before the winter weather made it necessary to close down January 7th, 1937. Up to this time very little grading work had been accomplished although the weather had been ideal for grading.

Work was started again February 22nd, when the weather broke. The spring break-up along with rain, snow and the low ground which parallels the river made excavation very difficult and the equipment made slow progress in the mud. Three channel changes consisting of about 18,000 cu. yds. were difficult as the contractor did not have a shovel equipped with dragline, and the small 3/8 yd. shovel, cat and scraper made slow progress in the mud.

The special borrow consisted mostly of gravel and talus which helped considerably in stabilising the muddy road so that ic ould be kept open for traffic.

The topping consisted of pit-run gravel and was picked up with the 3/8 yd. shovel and trucks from pits conveniently located along the highway. Inadequate equipment to handle the topping on the road slowed production and increased cost.

A small crushing plant consisting of 1-8" gyratory crusher and two screens powered with an 80 H.P. diesel engine was set up at the pit located at Station 579. A dragline was used to drag the gravel from pit to crusher. After considerable expense ~~the~~ with changes in the crusher and personnel, about 3,000 cubic yards of 1¼" surfacing and 2,600 cu. yds. of washed oil rock were produced. The cost of the crushed rock was high due to the large expense of setting up and getting started. Also, the lack of adequate equipment on the road increased the cost of surfacing.

This job shows a large loss which is due to lack of suitable equipment and poor management.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1929

RECEIVED
AUG 16 1937
FOR FILING
40-B

August 14, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Herewith we hand you copy of a notice of claim which we have received from the Secretary of State in behalf of Paul Bunyan Company, for $60.01, against the bond taken from the Consolidated Highway Company, Inc., principal, and yourselves as surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission Contract No. 1929.

This notice is being sent you inasmuch as you are surety on the bond furnished by the contractor, to whom also a copy is being forwarded today.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

cc - Consolidated Highway Company, Inc.

August 14, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of August 12, enclosing three copies of a notice of claim by Paul Bunyan Company for $60.01 against the Consolidated Highway Company, Inc., for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Commission Contract No. 1929.

We are today forwarding copies of this claim to the contractor and the surety on his bond, United States Fidelity and Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 12, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B Glaisyer, Secretary

There are enclosed for your information, three copies of a notice of claim by Paul Bunyan Company for $60.01 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Co. surety, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, contract No. 1929, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

REFERRED TO Mrs Lewis
BY SECRETARY

prepare usual letters

COPY

Statement

PAUL BUNYAN CO.
1602 Cove Avenue Phone Main 345
La Grande, Oregon

Aug. 10, 1937

Mr. Earl Snell, Secretary of
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Paul Bunyan Company, La Grande, Oregon, has a claim for machinery parts furnished the Consolidated Highway Company, Inc., as per itemized invoice attached in the sum of $60.01, (sixty dollars and 01/100) against the bond taken from United States Fidelity & Guaranty Company for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Contract No. 1929.

Paul Bunyan Company

By G. L. Larison
Partner

** ********

PAUL BUNYAN CO.
LA GRANDE, Oregon Phone Main 2

No. 411

Name: Consolidated Highway Co. Inc. Date 5/12/37
Address 517 Henry Bldg., Portland
398 - covered by purchase order #115 signed Hanson COPY

Q	Parts	Customer
1	Royal Hand valves (2 gage)	12 50
4	3/8 to ½ bushings	24
4	Hose elbows	64
7	Hose nipples	1 12
12	Hose clamps	60
50½	feet ½" hose	8 08
2-	3/8 pipe cuplers	10
1	3/8 Pipe tee	16
1	female hose coupling	2 32
1	male hose coupling	84
2	No. 8 Bessler vaum booster cans	32 00
2	springs - Booster Cans	50
2	Rod end clevis	80
2	Clevis pins	10
2	Cotter keys	01
	Total parts	60 01

Parts	60 01
Total	60 01

By M. C. Huffman

#1929

RECEIVED
AUG 14 1937
FOR FILING
40-D

August 13, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of August 10, enclosing three copies of a notice of claim by Ed G. Riesland, in the amount of $10.50, against the Consolidated Highway Company, for labor and welding on a radiator tank and core from a gas shovel on a job four miles out of Wallowa, presumably in connection with the grading, surfacing and oiling of the Buck Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission contract No. 1929.

Copies of this notice are being forwarded today to the surety and to the contractor.

Very truly yours,

Secretary

MBL

encl.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

August 10, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Ed G. Riesland for $10.50 against the bond taken from Consolidated Highway Inc. and U. S. Fidelity & Guaranty Company, which was received and filed in this office on August 9th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:P
enc. 3

COPY

AUTO ELECTRIC SERVICE CO.
Ed G. Riesland, Prop.
Automotive Electricians and mechanics
1515 Adams Avenue
La Grande, Oregon

August 7, 1937

Secretary of State

Salem, Oregon

To the State of Oregon:

Notice is hereby given that the undersigned Ed G. Riesland has a claim for labor and welding on a radiator tank and core from a gas shovel on a job four miles out of Wallowa, in the sum of $10.50 against the bond taken from the Consolidated Highway Inc., and the U. S. Fidelity & Guaranty Co. for the work of welding and repairing of radiator tank and core ona gas shovel.

Ed G. Riesland

Claimant

Endorsed: File No. 2684
Filed August 9, 1937
EARL SNELL
Secretary of State

COPY

To: Earl Snell
Secretary of State
Salem, Oregon

NOTICE HEREBY IS GIVEN that the undersigned, Walter Hendricks, doing business under the firm name and style of Walt's Welding Works, have a claim for labor, material, supplies and services rendered in the sum of $637.85 against the bond taken from the Consolidated Highway Company, Inc., a corporation, and United States Fidelity and Guaranty Company of Baltimore, Maryland, a corporation, for the work of making cuts, fills, altering, widening and straightening the Old Oregon Trail Highway, east of Pendleton, Oregon, commonly known as the Pendleton-Mytinger Section of said highway being project No. 2114, contract No. 1958.

DATED this 4th day of August, A. D. 1937.

WALT'S WELDING WORKS

By Walter Hendricks

Endorsed: File No. 2683
Filed August 6, 1937
EARL SNELL
Secretary of State

#1929

RECEIVED
AUG 6 1937
FOR FILING
40-D

August 5, 1937

PAUL BUNYAN COMPANY
LA GRANDE, OREGON

Attention J. S. Larison

Gentlemen:

Reference is made to your letter of August 4, with regard to your account against the Consolidated Highway Company, Inc., arising out of the company's contract with the State Highway Commission for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, Contract No. 1929.

The bond furnished by the contractor in connection therewith was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent with offices in the Board of Trade Building, Portland. We offer this bond to you for the protection of your claim and suggest that you file notice thereof with Mr. Cline. Would also suggest that you file notice with the Secretary of State, in conformity with the provisions of Chapter 260, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

Secretary

[illegible]

August 5, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim by the PAUL BUNYAN COMPANY, La Grande, against the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1929 for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County. The amount of the claim is not given.

We are notifying you of this claim because you are the contractor's surety.

Very truly yours,

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

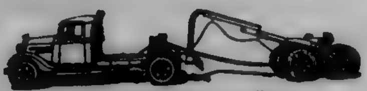
PAUL BUNYAN COMPANY

MANUFACTURERS OF
PAUL BUNYAN TRAILER LIFTS
PAUL BUNYAN LOGGING TRAILERS
PAUL BUNYAN SEMI TRAILERS

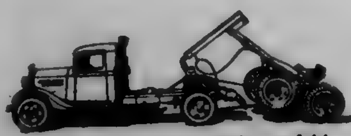
MANUFACTURERS' AGENTS FOR
GMC TRUCKS
BUICK AUTOMOBILES
STRUCTURAL STEEL

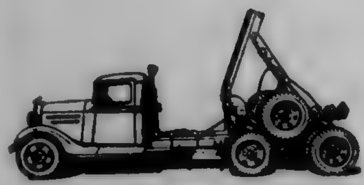
LA GRANDE, OREGON

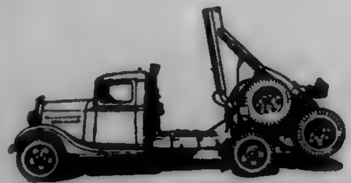
Logs unloaded, trailer ready to return to woods.

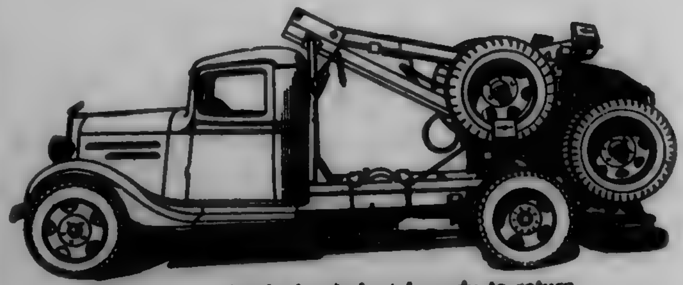

First position in loading trailer on truck.

Second position, with "stinger" folded over and resting on bunk.


Hinge on tongue starting to fold.


Rear trailer wheels resting on ground and front wheels engaging ramps attached to truck bunks.


Wheels half way up the ramps.


Trailer completely loaded and ready to return to the woods. The loading and unloading of the trailer requires approximately 20 seconds.

August 4, 1937..

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have contacted your local office in regard to the name of the bonding company for the Consolidated Construction Company on their job south of Wallowa, Oregon. Your office here suggested that we write direct to you inasmuch as they had no information on this bonding company.

We have been carrying a large account against this company for several months now and we would like to get it straightened around. We have contacted the Consolidated Construction Company at Wallowa and also written several letters and sent several statements to their office at 519 Henry Building, Portland, and received no response.

We would greatly appreciate receiving information as to this bonding company's name and address.

Yours very truly,
PAUL BUNYAN COMPANY.

by- J. S. Larison

J. S. Larison-K

#1929

RECEIVED
AUG 6 1937
FOR FILING
40-D

August 4, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of August 3, enclosing three copies of a notice of claim by Perkins Motor Company for $178.77 against the bond taken from U. S. Fidelity & Guaranty Company for work on the highway near Wallowa, Oregon.

We presume this refers to State Highway Commission contract No. 1929 for thegrading, surfacing and oiling of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, for whom the Consolidated Highway Company, Inc. are contractors. We are today notifying surety and contractors.

Very truly yours,

Secretary

[illegible]

August 4, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Perkins Motor Company for $176.77 against the bond taken from your company for work on the highway near Wallowa.

We suppose this refers to contract No. 1888 with Consolidated Highway Company, Inc., for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County. Copy of this notice of claim is being sent you herewith, inasmuch as you are surety for the contractors, to whom also we are forwarding a copy.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible].

encl.

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

COPY

PERKINS MOTOR COMPANY
La Grande, Oregon
July 27, 1937

To Secretary of State
State of Oregon

Notice is hereby given that the undersigned Perkins Motor Company has a claim for Labor, Parts, accessories, and tires in the sum of $178.77 against the bond taken from United States Fidelity and Guaranty Company for the word of Grading, Surfacing, and Oiling 4½ miles of the highway South West of the City Limits of Wallowa in the Rock Creek and Wallowa District.

PERKINS MOTOR COMPANY
By W. C. Perkins
(Owner)

Endorsed: File No. 2680
Filed July 30, 1937
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 3, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Perkins Motor Company for $178.77 against the bond taken from U. S. Fidelity & Guaranty Company for work on the highway near Wallowa, Oregon, which was received and filed in this office as of July 30th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

#1929

RECEIVED
JUL 29 1937
FOR FILING
40-D

July 27, 1937

United States Fidelity & Guaranty Co.,
c/o Walter F. Cline
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received notice of a claim which the Chandler Tractor & Equipment Company of La Grande has against the Consolidated Highway Company, Inc., for supplies furnished in connection with a state highway contract. This claim amounts to $24.86.

We presume these supplies were furnished in connection with State Highway Contract No. 1929, covering the Rock Creek-Wallowa Section of the Wallowa Lake Highway. We are giving you this information inasmuch as you appear as surety on the bond on this contract.

Yours very truly,

Secretary

HBG:MS

cc - Consolidated Hwy. Co. Inc.
Henry Building,
Portland, Oregon

July 27, 1937

Mr. Earl E. Chandler, Pres.,
Chandler Tractor & Equipment Co.,
La Grande, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 24 advising us of your claim in the amount of $24.86 against the Consolidated Highway Company, Inc., for supplies furnished that company in connection with a state highway contract.

I presume this claim arises out of the contract awarded to the Consolidated Highway Company for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, Contract No. 1929. Our records show that the bond furnished by the contractor in connection with this project was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is the resident agent with offices in the Board of Trade Building, Portland. I believe that if you will file notice of your claim with the bonding company it will be taken care of in the near future. However, if you secure no satisfaction by so doing, then you still have recourse to action in the Courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Yours very truly,

Secretary

HBG:MC

LIS-CHALMERS TRACTORS
AND ROAD MACHINERY

HUDSON & TERRAPLANE CARS
WHITE & INDIANA TRUCKS

Chandler Tractor & Equipment Co.

1311 WASHINGTON AVENUE
PHONE MAIN 178
La Grande, Oregon

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

July 24, 1937

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We have a balance of $24.86 for supplies used by the Consolidated Highway Co., which is considerably past due. So far we cannot seem to get a settlement from then in any way, and we sent the vouchers at least two months ago to Portland as we were instructed by the Wallowa office. We phoned your Mr. Williams at La-Grande to learn the name of their Surety Co., but he could not furnish us with this information, however, he suggested that we write you for the name of the Surety Co.

Please instruct us what proceedure to take to put this account in proper form for payment.

Sincerely yours,

Earl E Chandler

Earl E. Chandler,
Bresident.

CHANDLER TRACTOR & EQUIPMENT CO.

EC:GW

RECEIVED
JUL 23 1937
~~FOR FILING~~
40-D

July 20, 1937

United States Fidelity & Guaranty Co.,
Walter F. Cline, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This letter is simply to inform you that the State Highway Commission has received notice of a claim in the amount of $651.75 against the Consolidated Highway Company, Inc., being that of Lee's Service Station, La Grande, for diesel oil and gasoline furnished the company during March, April, May and June, 1937.

This information is given you as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with their contract covering construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

Yours very truly,

MBG:MC Secretary

cc - Consolidated Highway Co., Inc.,
Henry Building
Portland, Oregon

July 20, 1937

Lee's Service Station,
La Grande, Oregon

Gentlemen:

This acknowledges your letter of July 16 advising us of your claim, in the amount of $651.75, against the Consolidated Highway Company, Inc., for petroleum products furnished that company in connection with their contract with the State Highway Commission covering construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, Contract No. 1929.

In connection with the above contract the Consolidated Highway Company was required to furnish the State with a surety bond for the protection of claims, which bond we offer to you for the protection of the amount due you from the company. The bond was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is agent with offices in the Bedell Building, Portland. I would suggest that you file your claim with the agent of the bonding company and also notice thereof with the Secretary of State, in accordance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed. In the event you secure no satisfaction from the bonding company, then you still have recourse to action in the Court.

You will note that the law requires that a notice of claim be filed with the Secretary of State prior to the expiration of 6 months from the date of completion of the contract and formal acceptance of same by the State Highway Commission.

Yours very truly,

HBG:MC

Secretary

Lee's Service Station
A. M. LEE, PROPRIETOR

LA GRANDE, OREGON

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

July 16, 1937

Mr. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We are holding duplicates of signed vouchers from the Consolidated Highway Company on the Wallowa job for March, $74.73; April, $162.99; May, $264.98; and June, $149.05. The total amount, $651.75, covers diesel oil and gasoline which was purchased from us.

In our interview with Mr. Williams of the State Highway Department here in La Grande, he advised us to send our bill to you for collection.

The original vouchers are in the Consolidated Highway Company office at 517 Henry Building, Portland, Oregon.

Very truly yours

Lee's Service Station

A M Lee

Agent for General Petroleum Corp.

ANSWERED
H. B. G.

THE FIRST NATIONAL BANK OF PORTLAND

ENTERPRISE BRANCH

ENTERPRISE, OREGON

40-8

July 17, 1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 10 enclosing a copy of your letter of July 9 to the United States Fidelity and Guarantee Company with reference to the contract of the Consolidated Highway Company, Incorporated. We very much appreciate the action taken in this matter and we trust that it will speedily result in clearing up the difficult situation regarding payment of the labor and other bills on the Wallowa Contract. As we previously advised you, the method of handling these payments has certainly been a source of much grief to the people in the Wallowa community and also to this bank.

Yours very truly,

A. M. Pace

A. M. Pace
Manager

AMP G

NOTED

#1929

RECEIVED
JUL 9 1937
FOR FILING
40-D

RECEIVED
JUL 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

July 6th, 1937.

Perkins Motor Company,
La Grande, Oregon

Gentlemen:

We have here your claim of July 1st for $178.77.

Will you please send us an itemized account of this bill. We are anxious to pay this bill but have no evidence of this amount.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By

JL:AL
cc Walter Cline,
cc Consolidated Hwy Co. Inc.
Wallowa
cc Oregon State Hwy Comm.

#1929

RECEIVED
JUL 7 1937
FOR FILING
40-D

July 6, 1937

Auto Electric Service Company
1515 Adams Avenue
La Grande, Oregon

Attention: Ed G. Riesland

Gentlemen:

This acknowledges receipt of your communication of July 2, 1937, advising of your claim in the amount of $10.50 for work done on a gas shovel for Consolidated Highway Company, Inc., in connection with their contract for the regrading, surfacing and oil mat surface treatment on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

Consolidated Highway Company, Inc., were required to furnish the State with a surety bond for the protection of claims and to insure satisfactory completion of the contract. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is Agent with offices in the Bedell Building, Portland. I am today notifying the bonding company of your claim; but would suggest that you also file your claim with the company and with the contractors. If you do not secure satisfaction by so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

[illegible]

Secretary

July 6, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of the Auto Electric Service Company of La Grande, Oregon, against the bond furnished by the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1929 covering regrading, surfacing and oil mat surface treatment on the Rock Creek-Wallowa Section of the Wallowa Lake in Wallowa County. This claim amounts to $10.50 and represents work done on a gas shovel.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

AM

Secretary

cc - Consolidated Highway Co.
519 Henry Building
Portland, Oregon

OREGON STATE AAA MOTOR ASSOCIATION

AUTO ELECTRIC SERVICE CO.
ED. G. RIESLAND, PROP.
AUTOMOTIVE ELECTRICIANS AND MECHANICS
1515 ADAMS AVENUE
LA GRANDE, OREGON

July 2,1937

RECEIVED
JUL 6 - 1937
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem Oregon

Gentlemen:-

We are enclosing a statement for Consolidated Highway Inc., for work done on a gas shovel on a highway job four miles out of Wallowa.

We wish you to retain this pay for us out of what is due them or advise us what steps to take to get our money.

Yours Very Truly
Auto Electric Service Co.,
Ed G Riesland

STATEMENT

LaGrande, Oregon, July 1 1937

M Consolidated Highway Inc.
Wallowa Oregon

in account with

AUTO ELECTRIC SERVICE CO.

Automotive Electricians and Mechanics
1515 Adams Avenue

TERMS NET CASH. Interest at 8% after 30 days.

April	10	Repair Radiator, shell & cone 5 3/4 hrs	8.50
		Welding gas & rod	2.00
			10.50

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#1929

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JUL 7 1937
FOR FILING
40-B

July 3, 1937

United States Fidelity & Guaranty Company
G. B. Eckles, General Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of W. C. Perkins of the Perkins Motor Company against the bond furnished by Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1929 covering regrading, surfacing and oil mat surface treatment on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. This claim amounts to $178.77 and represents material and service rendered the contractor.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
519 Henry Bldg.
Portland, Oregon

July 3, 1937

Mr. W. C. Perkins
Perkins Motor Company
LaGrande, Oregon

Dear Sir:

This acknowledges your letter of the 1st instant advising of your claim in the amount of $178.77 against the Consolidated Highway Company, Inc., being for merchandise and services rendered this company in connection with its contract with the State Highway Commission for road work between LaGrande and Enterprise.

The contract to which you refer is state highway contract No. 1929 for regrading, surfacing and oil mat surface treatment on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. In connection with this job the contractor was required to furnish a surety bond for the protection of claims. This bond was written by the United States Fidelity and Guaranty Company for whom Mr. G. B. Eckles is General Manager with offices in the Bedell Building, Portland. We offer this bond to you for the protection of your claim and suggest that you file notice thereof with the agent of the bonding company. I would also suggest that you file notice of your claim with the Secretary of State in accordance with Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed for your further information.

The Highway Commission can not pay your claim direct but considers that its obligation is completed when it required the contractor to furnish a bond for the protection of claims. If you get no satisfaction by taking the matter up with the agent of the bonding company, then you will probably have to resort to court proceedings, in which event you will want to turn your claim over to your attorney.

I am today advising the bonding company that your claim has been filed. This is our usual practice but you should do this also.

Very truly yours,

HBG:AM

Secretary

Perkins Motor Company

Sales Ford **Service**

La Grande, Oregon

RECEIVED
2 - 1937
OREGON
STATE HIGHWAY COMMISSION

July 1st, 1937

H. B. Glaiyser
Secretary State Highway, Commission
Salem, Oregon

Dear Sir:

We are attaching hereto our bills which total $178.77 against Consolidated Highway, who have a contract at Wallowa, Oregon. This merchandise and service has been rendered for work done on the State Highway, La Grande to Enterprise division. Numerous statements, letters, and collection efforts have not brought us any consideration and we are filing this bill with you as advised by the local State Highway office so that we will be protected by these contractors bonds.

Please advise us if this filing is all that is required to place our bill in line for payment from some source and then if not paid we will receive the money from the bonding company.

Very truly yours,
W. C. Perkins
PERKINS MOTOR CO.

WCP:d
Enc.

ANSWERED
H. B. G.

#192

RECEIVED
1 - 1937
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

PERKINS ENTER[illegible] COMPANY

Sales Ford *Service*

ENTERPRISE, OREGON

Consolidated Highway
Wallowa, Oregon

All accounts due on first of month following purchase.

3-15-37	30" brake lining	2.25		
	4 doz. rivets	.15		2.40
3-31	reline and weld brake band	1.15		
	4 ft. F M L lining	1.72		2.87
5-28	60" Thermoid brake lining	1.61		
	3 doz. rivets	.10	net	1.71
	(requisition #132)			
6-1	1 clutch disc	5.50		
	1 pressure plate	1.90		
		7.40		
	Less 25%	1.85	net	5.55
	(requisition #136)			
6-15	1 ring gear & pinion assy.	23.50		
	1 gasket	.05		
		23.55		
	Less 10%	2.36	net	21.19
	(requisition #138)			
6-18	1 ring gear & pinion assy.	21.15		
	2 washers net	.23		
	2 washers net	.07	net	21.45
	(requisition #142)			
	Total account			55.17

TER[illegible] 10th of the month following purchase. One per cent per month on accounts running over 30 days. Minimum charge 10 cents.

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RECEIVED
1 - 1937
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

PERKINS MOTOR CO.

Sales Ford **Service**

LA GRANDE, OREGON

CONSOLIDATED HIGHWAY COMPANY

WALLOWA, OREGON

-1-

DATE	CHARGE		CREDIT	BALANCE
4-5-37				
	Install new Radiator	3.00		
	Install Fan blade	.50		
	Straighten Grille	.75		
	Repair Head Light	.35		
	1 Radiator	25.00		
	1 Fan	1.40		
	2 Light Bulbs	.45		
	1 H. L. Lens	.35		
	1 " " Rim	1.20		
	Rad. Brace Rod	.30		
		33.30		
	Less 10% on Rad.	2.50		
	Less 25% on Parts 3.70	.93		29.87
	(Requisition # 10)			
4-14-37	(Requisition #98)			
	8 48-6211 Inserts (Con rod)	8.00		
	6 BB-1142 Hub stud adapters	.30		
	1 48-18512 Pan gaskets	.30		
	6 BB-1144 Hub gaskets	.12		
	10 3/8 S.A.E. Bolts, Nuts, and Lock Washers	.50		
		9.22		
	Less 25%	2.30		6.92

TERMS: All accounts are due and payable 10th of the month following purchase. One per cent per month carrying charge added on accounts running over 30 days. Minimum charge 10 cents.

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Highw y Co., Inc.

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Sales Ford Service

LA GRANDE, OREGON

CONSOLIDATED HIGHWAY COMPANY
WALLOWA, OREGON

-2-

DATE	CHARGE	CREDIT	BALANCE
4-17-37	1 700 X 20 Firestone Tire 2 Axles (Requisition #98)	(net) 33.24 (net) 7.50	40.74
4-30-37	1 A11450 Starter Switch Less 25%	.35 .08	.27
5-13-37	Go get tire off of construction shovel & bring to garage & repair - return 1 Boot .50 less 10%	3.00 .49	3.49
5-22-37	1 51-2011 Front Brake Plate Less 25%	3.65 .91	2.74
5-24-37	Above part returnes Credit	2.74	
May C C			.77

TERMS: All accounts are due and payable 10th of the month following purchase. One per cent per month carrying charge added on accounts running over 30 days. Minimum charge 10 cents.

RECEIVED
JUL 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

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Sales Ford **Service**

LA GRANDE, OREGON

CONSOLIDATED HIGHWAY COMPANY

WALLOWA, OREGON

*

-3-

DATE	CHARGE	CREDIT	BALANCE
5-28-37			
1 BB4235 - B Axle	$5.00		
12 BB1142 Adapters	.60		
12 352728 Studs	.48		
12 351025 Nuts	.36		
	6.44		
Less 25%	1.60		4.84
1 51-1114A Hub L.H.	13.00		
Less 10%	1.30		11/70
	TOTAL BALANCE		98.60
Balance on J. A. Logan Wreck Job Insurance Company paid all but $25.00 deductible.			25.00
			$ 123.60
Perkins Enterprise Co. Account			55.17
	Total		$178.77

TERMS: All accounts are due and payable 10th of the month following purchase. One per cent per month carrying charge added on accounts running over 30 days. Minimum charge 10 cents.

RECEIVED
JUL 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
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RECEIVED
JUL 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

June 30, 1937

Mr. Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

In reference to the claim filed June 18th by the Wallowa Hardware & Implement Co. at Wallowa, Oregon on contract 1929-- this will be paid in the regular course of business as soon as we are able to adjust this account.

Due to the fact that some charges were included in our account for the personal effects of an employee, we have had to necessarily hold this account.

We hope to have this satisfactorily settled this week.

Yours very truly,
Consolidated Highway Co., Inc.

John A. Logan, President

JAL:jp

#1929

RECEIVED
JUN 22 1937
FOR FILING

40-8

June 18, 1937

WALLOWA HARDWARE AND IMPLEMENT COMPANY
Wallowa, Oregon

Attention Bruce Cox

Gentlemen:

This will acknowledge receipt of your letter of June 15, notifying us of your account in the amount of $114.60 against the Consolidated Highway Company in connection with the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, and inquiring as to the necessary procedure to protect this claim.

We are handing you herewith a mimeographed copy of Chapter 280, Oregon Laws 1931, in which the necessary procedure is outlined. You will observe that formal notice of claim should be filed with the Secretary of State within six months after the completion and acceptance of the contract, and that a suggested form for such notice is given.

We are notifying the contractor and the surety of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

encl.

P.S. The name of the surety is the United States Fidelity & Guaranty Company, for whom Walter F. Cline is agent, with offices in the Bedell Building, Portland.

June 18, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. McLime, Agent
Henry Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of the Wallowa Hardware and Implement Company, Wallowa, Oregon, against the bond furnished by the Consolidated Highway Company in connection with State Highway Commission Contract No. 1329, covering construction on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, in the amount of $114.60, and represents labor, services, and materials furnished the contractor.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MH.

encl.

cc - Consolidated Highway Company

WALLOWA HARDWARE AND IMPLEMENT CO.

BUILDERS' HARDWARE · DOORS AND WINDOWS
HARDWARE AND SADDLERY
PAINTS · OILS
PLUMBING SUPPLIES
IMPLEMENTS · FURNITURE

Wallowa, Oregon

June 15, 1937

Mr. S. H. Probert
State Highway Department
Salem, Oregon

Dear Mr. Probert:

We have an account against the Consolidated Highway Co. who are now constructing the Wallowa-Rock Creek section at this point.

Our account amounts to $114.60 all of which is long past due and we seem to be unable to effect a settlement with the company through their president, Mr. John A. Logan.

We would appreciate very much if you will kindly advise the necessary procedure enabling us to file our claim with their bonding company, giving us the name and address of such concern.

Thanking you in advance for this information, we are

Very truly yours,

Wallowa Hdwe. & Imp. Co.

By Bruce Cox

BC:fm

#1929

RECEIVED
MAY 28 1937
FOR FILING

40-9

RECEIVED
MAY 28 1937
OREGON
STATE HIGHWAY COMMISSION

May 22nd, 1937.

Consolidated Highway Company, Inc.
519 Henry Building,
Portland, Oregon

Gentlemen:

I hereby release you from any and all claims on contracts Nos. 1850, 1851 and 1929 for the total sum of $483.25 being agreed that I received my $171.06 on the claim I filed March 24th as well as $483.25.

It is also understood that any bills or repairs in connection with this work has been fully paid by myself, the Horning Transfer Company.

HORNING TRANSFER COMPANY

By Kenneth R. Beal

REFERRED TO
SECRETARY

FORM 2-K-1 2M 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

AUG 21 1937
FOR FILING
40-8

May 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for execution by the State Highway Commission five copies of agreement with Lower Valley Ditch Company relative to change in irrigation ditch on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Sections 10 and 11, Township 1 North, Range 42 East, W. M., in Wallowa County.

After execution of the agreement please return all five copies to us so that we may have the original recorded. It will then get to you through the usual channels.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

signed May 18, 1937

A

RECEIVED
MAY [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon 40-D
" NRH- 40-D (1935)
(Rock Cr.-Wallowa Sec.,
(Wallowa Lake Hwy.)

40 D

May 14,1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY 15 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 30782

Form P. R. 2

State Oregon

Project No. 10-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Iron

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of March, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of August, 1935, a revised project statement, which was approved by the Secretary on the 20th day of September, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 19th day of September, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand and no/100 dollars ($50,000.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 483+78.0 in the SW 1/4, Sec. 32, T. 2 N., R. 42 E., W.M., at the east end of Section A of said project, and survey station 706+75.1 in the SW 1/4, Sec. 11, T. 1 N., R. 42 E., W.M., at the north end of Section B of said project (excepting therefrom bridge, survey stations 588+54 to 588+92)

, length 4.098 miles, in Wallowa County, being Section D of Oregon project No. 40, consisting of 4.040 miles of roadway and two bridges, each of more than 20 feet clear span, 0.058 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of fifty thousand and no/100 dollars ($50,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-two thousand, one hundred ninety-four and no/100 dollars ($92,194.00), the approved total estimated cost of Section D of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of April, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 10-D, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 92,194.00 as the total estimated cost of said project, and the sum of $ 50,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of April one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4630

RECEIVED
MAY 17 1937
FOR FILING
40-X

Aty. 30782

Form P. R. 2

State Oregon

U. S. Public Works Highway

Project No. [illegible] 40-D (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

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PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of April, 1937

by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 23rd day of August, 1933, a revised project statement, which was approved by the Secretary on the 20th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 10th day of November, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, two hundred and no/100 dollars ($2,200.00) as the share of the United States payable under said act on account of Section D of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934 (Include date and citation of

(Public No. 393, 73rd Congress)
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~xxxxxxxx~~ Grade Crossing Signals at survey station 704+62.6 in the SE 1/4 of Sec. 11, T 1 N., R. 42 E., W.M.

, ~~length~~ ~~miles~~, in Wallowa County,

being Section D of Oregon U.S. Public Works Highway (1935) project No. WPH 40, consisting of 2 wigwag signals, flashing type.

~~miles of roadway and bridges each of more than 20 feet clear span~~

~~miles including length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of two thousand, two hundred and no/100 dollars ($2,200.00), certified to the Secretary of the Treasury as above mentioned, which [illegible]

~~dollars~~ is ~~%~~ the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

~~ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Article VI. Maintenance will be by
(Include reference to statute authorizing
the Union Pacific Railroad Co. pursuant to its agreements of October 25, 1935
funds and probable amount annually available)
and February 3, 1937 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of April, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5818

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway (1935) Project No. WPH 40-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 2,200.00 as the total estimated cost of said project, and the sum of $ 2,200.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 30th day of April one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
MAY 15 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. 40-D

May 7, 1937

RECEIVED
MAY 11 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USEW Project No. NRH 40-D (1935), Rock Creek-Wallowa Section, Wallow Lake Highway, was made by a representative of this office on April 27, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Fro

RECEIVED
APR 26 1937
FOR FILING
40-D

April 23, 1937

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

I understand that Mr. Williams addressed a letter to Mr. Smith, dated April 22, copy of which is hereto attached, in which Williams claims that the grading and surfacing contractor between Rock Creek and Wallowa is held up by the bridge contractor Tom Lillebo.

Please give this matter your careful attention.

Very truly yours,

State Highway Engineer

RHB:MML

cc - E C Smith
W C Williams

encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 23 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of April 21, having reference to the apparently slow progress being made on the Rock Creek-Wallowa Section by the Consolidated Highways Company, Incorporated:

It is my estimation that Resident Engineer Chidsey was overly pessimistic in reporting the progress of this job in his last weekly report. I will admit that their progress has been very slow, but at the same time, it must be realized that the weather has been exceptionally severe and in reality, the contractor probably should not have been working at all.

He is now making a fair progress and as near as I can check the job, it will be completed at least thirty days in advance of the contract time limit.

He has errected a crushing plant and is ready to start crushing rock as soon as the weather is favorable. I will keep a close check on the job and in the event that his progress during favorable weather does not indicate a completion well within the time limit, I will request more equipment to be assigned to the job. At the present time I would say his equipment is sufficient with the exception of an additional motor grader, which is required in order to keep the road in satisfactory condition for traffic.

They are handicapped to some extent by the slow progress being made on the Wallowa and Rock Creek bridges by the bridge contractor but as yet, have been unable to speed up the progress of Bridge Contractor Lillebo.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville
H. B. Glaisyer, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 22 1937
FOR FILING
40-9

April 21st, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I note on the weekly report for the Rock Creek-Wallowa Section that the Consolidated Highway Co. Inc. cannot possibly get the oiling done by September 1st at their anticipated rate of progress.

Mr. Logan, however, advised they are being held up all along the line by bridges not being completed and other things preventing the starting of the topping—all of which is the combined fault of the Highway Department and the weather.

I realize that the weather has made it almost impossible for the contractors to get started in many sections of the state, but please advise if you are having difficulty in getting the Consolidated Highway Co. to operate as fast as conditions will permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 [illegible] 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLA[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 21 1937
FOR FILING
40-D

April 20, 1937.

Consolidated Highway Inc.,
517 Henry Bldg.,
Portland, Ore.

Dear Sir:

Your attention is being called to the very poor progress being made on your Rock Creek-Wallowa project, Contract #1989 in Wallowa County. It is apparent that inefficient and inadequate equipment is being placed on this job.

Since time is the essence of this contract it is very necessary that suitable and adequate equipment be put on the job immediately. The project must be completed within the time limit as an extension of time cannot be justified.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
M.

CC to
R.H. Baldock ✓

W. C. Williams

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLÉ, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 16 1937
FOR FILING

April 7th, 1937

Mr. H. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Herewith, please find five copies of an agreement between the State Highway Commission and the Lower Valley Ditch Co. If these meet with your approval, please secure the signatures of the proper officials of the ditch company.

Our right of way map indicates that the width on the northerly side of the highway from Station 660 to the line between Sections 10 and 11 is only 50 feet. An investigation should be made as to ownership of this encroachment and description submitted for additional right of way if any is found necessary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1929

RECEIVED
APR 6 1937
FOR FILING

40-E

April 5, 1937

Mr. Edgar Denton

Wallowa, Oregon

Dear Sir:

Reply is made to your letter of the 3rd instant advising us of your claims against employes of the Consolidated Highway Company, Inc., in the names of Ellsworth "Bus" Swaggart and "Chink" Bray.

I regret that we can not be of very much assistance to you in the collection of your claims; however I would suggest that you file the claims with the Consolidated Highway Company, Inc., and also with the surety on the bond furnished by the contractor in connection with this job which in this instance is United States Fidelity & Guaranty Company, G. B. Eckles Agent, 1112 Bedell Bldg., Portland, Oregon. You might also file your claim with the Secretary of State in accordance with provisions of Section 280 Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:MM
incl.

H. B. G.

You will please note that these men were not employed by us, but by the Con. Hwy. Co. I know of no way he can collect it unless he catches them working on another job and attaches their wages.

J. McF,

RECEIVED
APR 5 1937
OREGON
STATE HIGHWAY COMMISSION

Wallowa, Oregon
April 3, 1937

ners

me any information regarding two men that boarded with me this winter that were employed by the Consolidated Highway Co. of Portland. These men's names are Ellsworth Swaggart. Everybody Calls him "Bus". His home address is Richland, Oregon. The other partys name is "Chink" Bray. His home address is Tacoma, Washington. It was on the R. F. D. Route

These men left, owing me over $50.00 a piece board

I am a man with a large family and need this money to apply on my grocery bill. I would like to have the Cooperation of some one that can use pressure to get my money

ACKNOWLEDGED
H. B. GLAISYER

waggart - Employed as a Dozer-Operator by Consolidated Highway Co. on Rock Cr.-Wallowa
Cleared as "Relief Labor" through the employment agency at La Grande, Ore

Serial 4301-724

RECEIVED
APR 5 1937
OREGON
STATE HIGHWAY COMMISSION

Wallowa, Oregon
April 3, 1937

ners

me any information regarding two men that boarded with me this winter that were employed by the Consolidated Highway Co. of Portland. These men's names are Ellsworth Swagart. Everybody calls him "Bus". His home address is Richland, Oregon. The other party's name is "Chick" Bray. His home address is Tacoma, Washington. It was on the R. F. D. Route.

These men left, owing me over $50.00 a piece board.

I am a man with a large family and need this money to apply on my grocery bill. I would like to have the Cooperation of some one that can use pressure to get my money

ACKNOWLEDGED
H. B. GLAISYER

...Bray - employed [illegible] labor foreman
by Consolidated Highway Co. on the
Rock Creek - Wallowa Project
Cleared as "Supervision" from Lincoln Co.

RECEIVED
APR 5 1937
OREGON
STATE HIGHWAY COMMISSION

Wallowa, Oregon
April 3, 1937

...me any information regarding two men that boardd with me this winter that were employed by the Consolidated Highway Co. of Portland. These men's names are Ellsworth Swaggart. Everybody calls him "Bus". His home address is Richland, Oregon. The other partys name is "Chick" Bray. His home address is Tacoma, Washington. It was on the R. F. D. Route

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ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 5 1937
OREGON
STATE HIGHWAY COMMISSION

Wallowa, Oregon
April 3, 1937

State Highway Commissioners
Salem, Oregon

Dear Sirs:

Can you give me any information regarding two men that boarded with me this winter that were employed by the Consolidated Highway Co. of Portland. These men's names are Ellsworth Swaggart. Everybody Calls him "Bus". His home address is Richland, Oregon. The other partys name is "Chink" Bray. His home address is Tacoma, Washington. It was on the R. F. D. Route

These men left owing me over $50.00 a piece board

I am a man with a large family and need this money to apply on my grocery bill. I would like to have the Cooperation of some one that can use pressure to get my money

ACKNOWLEDGED
H. B. GLAISYER

I understand if they are still in the state I can have them brought back and jailed, but what I want is the money.

This man Swaggart is a Catapillar driver. He told me he had a job with Coos Bay Co. Bray was grade foreman here. He went to Portland from here.

Yours truly,
Edgar Denton

FORM 5-E-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 6 1937
FOR FILING

April 5, 1937

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

On March 25th we received a carbon copy of Mr. Williams' letter of March 24th relative to change in location of the Lower Valley Ditch Company irrigation canal on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

We have not heard anything regarding this from you but in the meantime have proceeded with the preparation of an agreement between the State Highway Commission and Lower Valley Ditch Company relative to the matter. It is requested that you check this agreement over and if satisfactory to you that you refer the same to Mr. Baldock for his approval. Five copies are enclosed and it is suggested that all of these be sent to Mr. Williams for execution by the ditch company. These should be executed and returned to us, and after execution by the Highway Commission one complete copy can be returned to the ditch company. Mr. Williams' letter stated that the ditch company desires an agreement signed by a duly authorized agent of the Highway Department, but in accordance with our usual practice such matters should be executed by the State Highway Commission. It is thought that exhibiting to the ditch company an agreement approved by the State Highway Commission will be sufficient to justify them in allowing the department to proceed with the work pending the complete execution of the same.

The sketch map attached to the agreement has been taken from the Federal Aid plans, but examination of our right of way maps indicates that there may be some encroachment upon adjoining property in the vicinity of Station 668. Our right of way map indicates that the width on the northerly side of the highway from Station 660 to the line between Sections 10 and 11 is only thirty feet. The encroachment, if any, probably would be upon right of way for the old logging railroad marked "Not used" on our right of way map, but we do not know who holds the title to this and what rights, if any, there would be to an encroachment.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED

Enclosures
JWD:AW
cc Mr. R. H. Baldock ✓
Mr. W. C. Williams

RECEIVED
APR 6 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon USPW Proj. NRH 40-D,
Traffic Signals, O.W.R.& N.Co.
Grade Crossing near Wallowa,
Wallowa Lake Highway.

40-D

April 1, 1937

APR 2 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fra

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 29 1937
FOR FILING

40-9

March 27th, 1937

Mr. Edward Chidsey
Resident Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of March 24th, regarding your inability and that of the contractor in obtaining the relief status of workmen on the Rock Creek-Wallowa project.

I have made arrangements that this information will be furnished in the future. However, if the required information is not furnished you may classify all employees as non-relief when their status is doubtful.

In regard to the Form No. 25, which was formerly used on State projects, I would suggest that you read your circular letter of February 3rd, another copy of which I am enclosing at this time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓
H. G. Smith
S. H. Probert
W. C. Williams

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 29 1937
FOR FILING
40-D

March 25, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Western Union Telegraph Company,
San Francisco, Cal.

Attention - Mr. L. M. Messner,
Division Plant Supt.

Gentlemen:

NOTED
State Highway Engineer

With reference to yours of March 23rd, you may consider this letter your authority to bill the Oregon State Highway Commission for the cost necess ary to change your line along the O.W.R.& N. grade crossing west of Wallowa at M.P. 58.8 - Wallowa Lake Highway, it being understood that the cost of the job will be approximately $40.00, in accordance with your estimate.

The bill for actual expense incurred shall be fully itemized and submitted in quadruple to Mr. W. C. Williams, Division Engineer at La Grande, Ore.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓
W. C. Williams

#1929

RECEIVED
MAR 30 1937
FOR FILING
40-D

RECEIVED
MAR 26 1937
OREGON
STATE HIGHWAY COMMISSION

March 25th, 1937.

Mr. Walter F. Cline, Agent
United States Fidelity and Guaranty Co.,
Portland, Oregon

Dear Sir:

In reference to a claim filed with the Oregon State Highway Commission by the Horning Transfer at Toledo, Oregon. They show on contracts number 1850 and 1851 a balance of $171.06 due. This bill was paid sometime ago. They also show $460.00 for the Rock Creek-Wallowa section contract number 1929 which will be paid through our regular channels of business shortly after the 10th of the month.

1330.22

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John Rogan

JL&AL

REFERRED TO
BY SECRETARY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 30 1937
FOR FILING

40-8

MAR 25 1937

IN REPLY PLEASE REFER TO FILE NO.

March 24, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With further reference to the matter of change in the Lower Valley Ditch Company irrigation canal on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County:

I recently obtained the consent of the Lower Valley Ditch Company to such a change, but in a regular meeting of the directors of the ditch company it was requested that an agreement, signed by duly authorized agent of the Highway Department, be furnished to them that certain stipulations will be conformed to.

This ditch change is between Stations 667+90 and 674. The stipulations that the ditch company wish an agreement covering are as follows:

1. The ditch shall be constructed with slopes such that they will not be subject to sliding or raveling to such an extent that the flow of water will be hampered.

2. The grade of the ditch shall be such as not in any manner restrict the flow of water.

3. The two-way concrete spillway shall be satisfactory to the directors of the Lower Valley Ditch Company.

4. Loose rocks and other debris on the slopes immediately above the ditch shall be removed in order that such loose rock and debris will not spill into the ditch after construction.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Change in irrigation canal of the
Lower Valley Ditch Company, Rock
Creek-Wallowa Section, Wallowa Lake
Highway in Wallowa County.

Page 2
3-24-37

There is no reason why such an agreement should not be entered into, as proper precautions are being taken during the construction of the ditch to avoid any of the things mentioned above. I therefore will appreciate your having prepared an agreement along these lines, signed by duly authorized agent of the Highway Department and forward the agreement to this office. The ditch company desires that no work on the ditch be undertaken until such an agreement is received.

The reason for this action on the part of the ditch company is that they formerly had a verbal understanding with the Bowman-Hicks Lumber Company in connection with their railroad encroachment on their ditch and the Bowman-Hicks Lumber Company in no manner lived up to their verbal understanding, thereby causing much inconvenience and expense to the ditch company. This, naturally, makes the directors of the ditch company rather suspicious and it seems to be the Highway Department that is now the goat. At all events, they are entitled to proper protection, so there is no valid reason for not furnishing such an agreement.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

✓cc R. H. Baldock
J. M. Devers

FORM 0-16-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

410-D

RECEIVED
MAR 24 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 20, 1937

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On the Rock Creek-Wallowa Section, there are three bridges and one box culvert which are insufficient in width to fit the new highway now being constructed and in addition, some adjustment is required in the grade line of the bridges.

These bridges can be revamped either as a minor betterment project or as a part of the contract and it appears to me that it would be advisable to do the work by State forces as a part of the contract project. I am, therefore, submitting to you herewith an order for State Force Work covering the widening and raising of the three bridges and one box culvert on the project.

I am also submitting to you an order for State Force Work in the amount of $96 covering the construction of concrete spillway on the Lower Valley Irrigation Canal, which is being changed and which the Secretary of the irrigation company wrote you about some time ago. The officials of the ditch company advise that the change in the ditch will be satisfactory if the concrete spillway is constructed to replace a spillway they had in the old ditch.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

UNITED STATES DEPARTMENT OF AG[illegible]
BUREAU OF PUBLIC ROADS
District No. 1

RECEIVED
MAR 18 1937
FOR FILING
40-8

MAR 17 1937
[illegible] COMMISSION

March 16, 1937

In reply please refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to the letter addressed to the State Highway Commission by A. W. Johnson, Secretary of the Lower Valley Ditch Company at Wallowa, pertaining to change of the Lower Valley Ditch at the site of the new bridge being constructed across the Wallowa River:

Please be advised that a meeting has been held with Mr. Johnson and the directors of the ditch company and satisfactory arrangement has been worked out. We will proceed with construction of the ditch as called for in the plans, but it will be necessary to construct a spillway from this new ditch to the river, as the ditch in its former location had such a spillway. Detail plans for the spillway have not been worked out, but it appears that the cost of such will be approximately $75 to $100.

Inasmuch as we are working in conjunction with the directors of the company, it would not appear necessary for you to further correspond with Mr. Johnson.

Very truly yours

W. C. WILLIAMS
Division Engineer

RCW:MA

CC R H Baldock

RECEIVED
MAR 1 6 1937
FOR FILING
(Special #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon FAP. No. 40-D
Rock Creek-Wallowa Section of
Wallowa Lake Highway

March 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAR 1 3 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ian

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

40-8

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 19 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

March 8th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. A. W. Johnson, Secretary of the Lower Valley Ditch of Wallowa, wishes to be consulted before any change is made in the Lower Valley Ditch. Mr. Johnson's letter is attached.

Please consult with Mr. Johnson as soon as possible and advise your findings.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AP
Enc.

cc to: R. H. Baldock ✓
A. W. Johnson, Secretary
Lower Valley Ditch
Wallowa, Oregon

RECEIVED
MAR 1 1937
FOR FILING

40-B

February 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the Rock Creek-Wallowa Section, F. A. Project No. 40-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 40-B

ROCK CREEK-WALLOWA SECTION OF THE
WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 26, 1937

Roadwork

All Required		Clearing and Grubbing		$ 1,168.00
50	cu. yds.	Trench Excavation	$ 2.00	100.00
17,100	cu. yds.	Excavation, Single Classification	0.32	5,472.00
21,500	cu. yds.	Special Borrow	0.29	6,235.00
15,700	yd. sta.	Overhaul	0.02	314.00
2,600	yd. mi.	Truck Haul	0.16	416.00
17,600	yd. mi.	Hauling Special Borrow	0.12	2,112.00
4.04	miles	Finishing Roadbed and Slopes	500.00	2,020.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	2.24	179.20
80	lin. ft.	18" Corr. Iron Pipe	2.00	160.00
100	lin. ft.	24" Corr. Iron Pipe	2.94	294.00
30	lin. ft.	36" Corr. Iron Pipe	5.58	167.40
6	cu. yds.	Class "A" Concrete	30.00	180.00
21,100	cu. yds.	Selected Roadbed Topping	0.29	6,119.00
22,000	yd. mi.	Hauling Roadbed Topping	0.10	2,200.00
3,650	cu. yds.	Crushed Gravel Surfacing	1.61	5,876.50
950	cu. yds.	Filler	0.40	380.00
1,400	yd. mi.	Hauling Filler	0.20	280.00
950	M-Gal.	Sprinkling	1.70	1,615.00
4.04	miles	Preparation of Base	200.00	808.00
2,430	cu. yds.	Mineral Aggregate in Place	2.91	7,071.30
215	tons	No. 3 Road Oil in Place	24.50	5,267.50
			Subtotal	$ 48,624
			10% Engr. & Cont.	4,862
			Total	$ 53,486

BRIDGES

Rock Creek Bridge

800	lin. ft.	Treated Piling	$ 1.40	$ 1,120.00
18	M-FBM	Treated Lumber	98.00	1,764.00
60	cu. yds.	Class "D" Concrete	25.00	1,500.00
13,000	lbs.	Metal Reinforcement	0.055	715.00
160	lin. ft.	Concrete Handrail	4.00	640.00
				$ 5,739

Wallace River Bridge

500	cu. yds.	Excavation	$ 8.00	$ 4,000.00
10	cu. yds.	Excavation Below Plans	10.00	100.00
400	cu. yds.	Class "A" Concrete	25.00	10,000.00
210	cu. yds.	Class "D" Concrete	25.00	5,250.00
123,000	lbs.	Metal Reinforcement	0.055	6,765.00
475	lin. ft.	Concrete Handrail	4.00	1,900.00
All Required		Remove Old Bridge and Maint. Traffic		400.00
				$ 28,415
			Subtotal, Bridges	$ 34,154
			10% Engr. & Cont.	3,415
			Total, Bridges	$ 37,569

Length of Roadwork	4.040 miles
Length of 2 Participating Bridges	.058 mile
Length of 1 Non-participating Bridge	.007 mile
Total Length	4.105 miles
Cost per mile, Roadwork	$ 13,239

Roadside Improvement (Sta. 676+75 to 706+75.1)

400	cu. yds.	Excavation, Single Classification	$ 0.32	$ 128.00
1,000	yd. mi.	Truck Haul	0.16	160.00
200	cu. yds.	Crushed Gravel Surfacing	1.61	322.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
70	lin. ft.	Mineral Aggregate in Place	2.91	203.70
5	tons	No. 3 Road Oil in Place	24.50	122.50
			Subtotal	$ 1,036
			10% Engr. & Cont.	103
			Total	$ 1,139

Length	0.455 mile
Cost per mile	$ 2,503

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

February 23, [illegible]

R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of January 13th, [illegible] Oregon [illegible] this improvement as first [illegible]. The preliminary estimate for this improvement [illegible] September 13, [illegible], and October 23, [illegible] [illegible] footpaths, and we believe this will [illegible] for approval on the project agreement [illegible] as one instances such segregation was [illegible] estimates dated Sept. 8, [illegible], and November [illegible] our letter of January 13, [illegible], Federal [illegible] for the increase in funds requested by [illegible] estimate as submitted.

Very truly yours,

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 53,486	$ 29,007	$ 24,479
Bridges	37,569	20,375	17,194
Roadside Improvement	1,139	618	521
	$ 92,194	$ 50,000 (54%)	$ 42,194

State Funds for Construction: Chap. 175, Laws 1917, Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 24 1937
OR
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 23, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of January 13th, covering segregation of roadside improvement items on Oregon F.A.P. 40-D, Rock Creek-Wallowa Section of the Wallowa Lake Highway. The preliminary estimate for this improvement as first recommended September 19, 1935, and October 23, 1935, showed such a segregation for footpaths, and we believe this will qualify the segregation for approval on the project agreement estimate even though at one instances such segregation was omitted in the estimates dated Sept. 8, 1936, and November 20, 1936, as mentioned in our letter of January 13, 1937. Federal Aid is not available for the increase in funds requested by the project agreement estimate as submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

February 23, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of January 13th, covering segregation of roadside improvement items on Oregon F.A.P. 40-D, Rock Creek-Wallowa Section of the Wallowa Lake Highway. The preliminary estimate for this improvement as first recommended September 19, 1935, and October 23, 1935, showed such a segregation for footpaths, and we believe this will qualify the segregation for approval on the project agreement estimate even though at one instances such segregation was omitted in the estimates dated Sept. 8, 1936, and November 20, 1936, as mentioned in our letter of January 13, 1937. Federal Aid is not available for the increase in funds requested by the project agreement estimate as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the estimate of November 23, 1936, submitted as the basis of a project agreement for Oregon Federal Aid Project 40-D, Rock Creek-Wallowa section of the Wallowa Lake Highway, please submit six copies of a new estimate segregating footpaths as a roadside improvement as was done in the original preliminary estimate dated October 17, 1935.

It was not the intention of the Washington Office to make the decision excluding the cost of footpaths from the required one percent minimum for roadside improvements retroactive where the District Engineers had previously committed themselves.

As inclusion of this money appears necessary to make up the required one percent of 1936 Federal Aid funds, we request that you prepare the estimate segregating it clearly.

To insure action in preparing the agreement, the amount of Federal Aid requested should be reduced to the $50,000.00 shown on the previous preliminary estimate of September 8, 1936. There is at present no available free balance of 1936 Federal Aid funds from which an increase may be made.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

January 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the estimate of November 23, 1936, submitted as the basis of a project agreement for Oregon Federal Aid Project 40-D, Rock Creek-Wallowa section of the Wallowa Lake Highway, please submit six copies of a new estimate segregating footpaths as a roadside improvement as was done in the original preliminary estimate dated October 17, 1935.

It was not the intention of the Washington Office to make the decision excluding the cost of footpaths from the required one percent minimum for roadside improvements retroactive where the District Engineers had previously committed themselves.

As inclusion of this money appears necessary to make up the required one percent of 1936 Federal Aid funds, we request that you prepare the estimate segregating it clearly.

To insure action in preparing the agreement, the amount of Federal Aid requested should be reduced to the $50,000.00 shown on the previous preliminary estimate of September 8, 1936. There is at present no available free balance of 1936 Federal Aid funds from which an increase may be made.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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JAN 6 1937
FOR FILING

40-8

January 2nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. P. Chidsey
Resident Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

For your information I am attaching hereto copies of correspondence between the La Grande and Portland offices of the Reemployment Service, together with a complaint signed by a Mr. W. H. Williams, who apparently cannot secure employment on the Consolidated Highway Co. Inc. job at Wallowa, contract #1928.

For our records, will you please make a report on these complaints.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓
H. G. Smith
W. C. Williams

FORM 8-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLA[illegible]ETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 30 1936
FOR FILING
40-9

December 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 29 1936
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Enclosed herewith for approval is price agreement No. 1 on the Rock Creek-Wallowa Section, Wallowa Lake Highway in Wallowa County.

This price agreement covers the installation of one 30 inch siphon pipe and salvaging of existing culvert pipe. These items were not included in the bid items of the contract and price agreement is therefore necessary. Additional project authorization will not be required.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED

Pub 40-D

RECEIVED
DEC 30 1936
FOR FILE
40-D

December 28, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of tabulation of bids received by the Union Pacific Railroad Company for materials for use in construction of grade crossing signals at Wallowa, Project No. NRM 40-D (1935). The railroad company has recommended awards being made to the following bidders at their bid prices for the materials f. o. b. Portland, Oregon.

Proposal 1615-NCM - Lower Quadrant Wigwags	
Magnetic Signal Company	$569.00
Proposal 1616-NCM - Instrument Cases, Relays, etc.	
Union Switch Company	318.41
Proposal 1617 - NCM - Wire and Underground Cable	
Kerite Insulated Wire & Cable Co.	121.29

Upon advice from you that these awards meet with your approval, we will authorize the railroad company to place the orders.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

December 22,1936

RECEIVED
DEC 24 1936
OREGON
STATE HIGHWAY COMMISSION

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Attention Mr.Probert

As requested in your letter December 5,1936, I hand you herewith four copies of the tabulations of bids received for equipment and materials to be used in the grade crossing signal installation at Wallowa.

Following is abstract of proposals:

1615-HCM - Lower Quadrant Wigwags:
Totals of bids as follows, all f.o.b. Portland:

Magnetic Signal Company	$284.50
Western Railroad Supply Company	304.65

Magnetic Signal Company low, and we recommend award be made to them.

1616-HCM - Instrument Cases,Relays,etc.
Totals of bids as follows,all f.o.b. Portland:

Union Switch & Signal Co.,	318.41
General Railway Signal Co.,	326.72

Union Switch & Signal Co.low and we recommend award be made to them.

1617-HCM - Wire and underground cable:
Totals of bids as follows,all f.o.b.Portland:

Kerite Insulated Wire & Cable Co.	121.23
Okonite Company	122.70

Kerite Company low and we recommend award be made to them.

Will be glad to discuss with you if you desire, and will appreciate authority to place orders just as soon as possible,in order that we may have this material on hand for use by the gang which is to install the other signals in Oregon and avoid expense and confusion of putting this gang on other work or disbanding it and forming another gang.

Yours truly,

S Murray
S MURRAY

CC Mr.W.H.Lynch,Dist.Engr.,
Bureau of Public Roads,
Postoffice Building
Portland,Ore.

SHIP AND TRAVEL BY RAIL

Magnetic Signal Co. low on this sheet at $284.50,

vs Western Railroad Supply Co. at $304.65

TERIAL

ral
rossing
llowa, Oregon

Bids Close 12/7/36

QUANTITY	DESCRIPTION	Magnetic Signal Co.	Western Railroad Supply Co.	
		F. O. B. Albina ea	F. O. B. Omaha ea	F. O. B.
		1% 10da	1% 10 da	
2	Model 11 Lower Quadrant Magnetic Wigwag Flagmen with flashing lights; assembly 2355-2, type KCC 8 volt DC 304 complete with railroad crossing sign, reflector 'STOP ON RED SIGNAL' sign as per drawing 2355 with ball and anchor bolts Mag.Sig.Co.reference: wiring for signal lights to be arranged for 8 volt AC normal operation and 8 volt DC emergency operation.	730# 284.50	750# 300.00	
	Plus cost of haul 7 mills per ton mile		4.65	
	Delivered price f.o.b. Portland, Oregon	284.50	304.65	
	Low →	569.00	609.30	
	Delivery	14 days	30 days	

2008

# ABSTRACT OF PROPOSALS TO FURNISH MATERIAL

Bid No. 31-21-2-1

1615-HCM Federal
Aid Highway Crossing
Signals at Wallowa, Oregon

Order No. Date

F. O. B. Cars at

With Whom

Bids Close 12/7/36

QUANTITY	DESCRIPTION	Magnetic Signal Co. F. O. B. Albina ea	Western Railroad Supply Co. F. O. B. Omaha ea	F. O. B.
		1% 10da	1% 10 da	
2	Model 11 Lower Quadrant Magnetic Wigwag			
	Flagmen with flashing lights, assembly			
	2355-2, type KCC 8 volt DC 304 complete with			
	railroad crossing sign, reflector 'STOP ON RED			
	SIGNAL' sign as per drawing 2355 with ball and	730# ✓	750# ✓	
	anchor bolts Mag.Sig.Co.reference: wiring for	284.50 ✓	300.00 ✓	
	signal lights to be arranged for 8 volt AC			
	normal operation and 8 volt DC emergency			
	operation.			
	Plus cost of haul 7 mills per ton mile		4.65	
	Delivered price f.o.b. Portland, Oregon	284.50 ✓	304.65	
	Low →	569.00	609.30	
	Delivery	14 days	30 days	

Form [illegible]

Standard

Purchasing Agent
ROBISON,
Purchasing Agent

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY
THIS IS NOT AN ORDER

Bid No. 31-21-2-1
Portland, Oregon, 11/27/36

Western Railroad Supply Co.,
2360 S Ashland Ave.,
Chicago, Ill.

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m. 12/7/36

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT

G. H. ROBISON,
Purchasing Agent

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT
	Please quote net price each f.o.b. Omaha, Nebr. advising estimated shipping weight each, account used on Federal Project:	
2	Model 11 Lower Quadrant Magnetic Wigwag Flagman with flashing lights, assembly 2355-2, type K60 8 volt DC 504 complete with railroad crossing sign, reflector 'STOP ON RED SIGNAL' sign as per drawing 2355 with bell and anchor bolts Mg. Sig. Co. reference: wiring for signal lights to be arranged for 8 volt AC normal operation and 8 volt DC emergency operation.	$300 each fob Omaha Wt 750 lbs ea

We will furnish above in 30 *days from receipt of order at prices specified.*

WESTERN RAILROAD SUPPLY CO.

Dated at 12/5/36 *193*

(Sign Here) H W JONES
Sales Dept

Form 3009

Standard

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY

THIS IS NOT AN ORDER

Bid No. 31-21-2-1

Portland, Oregon, 11/27/36

Magnetic Signal Co.,
3355 East Slauson Ave.,
Los Angeles,Calif.

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m.

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT

G. H. ROBISON,
Purchasing Agent

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT
	Please quote net price each f.o.b. (Albina) Portland,Oregon,advising estimated shipping weight each,account used on Federal Project:	
2	Model 11 Lower quadrant Magnetic Wigwag flagman with flashing lights,assembly 2355-2, type KCC 8 volt DC 504 complete with Railroad Crossing sign,reflector 'STOP ON RED SIGNAL' sign as per drawing 2355 with bell and anchor bolts Mag.Sig.Co. reference; wiring for signal lights to be arranged for 8 volt AC normal operation and 8 volt DC emergency operation.	$284.50 each f.o.b.(Albina) Portland,Oregon
	Shipping weight approx. 730 pounds each	
		Terms: 1% 10 days 30 days net

We will furnish above in approx two (2) weeks *days from receipt of order at prices specified.* Magnetic Signal Co.

Dated at Los Angeles,Calif.Dec 4,1936 *193*

(Sign Here) George E.Kingsley Gen Mgr

For

ABSTRACT OF PROPOSA

Union Switch low at $318.41 vs General
at $326.72

Bid No. 31-21-2-1

Order No. *Date*

F. O. B. Cars at

With Whom

Bids Close 12/7/36

QUANTITY	DESCRIPTION	Un F. O. B. Omaha each	Gen F. O. B. Omaha each	F. O. B.
1	Instrument Case US&S PL.L-1144 Ref.A,	492#	675#	
	Shelving arranged per U.P.Dwg.SD-244	79.65	85.50	
	Plus cost of haul 7 mills per ton mile	3.05	4.19	
	Delivered price f.o.b.Portland,Oregon	82.70	89.69	
1	Style DN-12,4 ohm relay with 4 silver to silver	17#	25#	
	impregnated graphite front and 4 silver to silver	26.75	26.85	
	non-independent back contacts,US&S Pl.E-4904,Ref.A			
	Plus cost of haul 7 mills per ton mile	.11	.16	
	Delivered price f.o.b.Portland,Oregon	26.86	27.01	
1	Style DX-13 DC Interlocking Relay with 4 front and	35#	45#	
	4 back cont.for each pair of magnets, 1 front	47.95	48.27	
	cont.on each side arranged for auto flagman,each pair of			
	coils wound to 4 ohm,US&S Pl.E-5100,Ref Aa			
	Plus cost of haul 7 mills per ton mile	.22	.28	
	Delivered price f.o.b.Portland,Oregon	48.17	48.55	
1	Style D-22 Relay with copper oxide rectifier and	15#	26#	
	with 2 front and 2 back non-independent silver to	25.65	25.95	
	silver impregnated contacts for 10 volt AC			
	operation US&S Ref.			
	Plus cost of haul 7 mills per ton mile	.09	.16	
	Delivered price f.o.b.Portland,Oregon	25.74	26.11	
3	Style RT-10 Rectifier US&S Pl.S-4, Ref. Be	10#	9#	
	(For track storage battery)	23.95	24.00	
	Plus cost of haul 7 mills per ton mile	.06	.06	
	Delivered price f.o.b.Portland,Oregon	24.01 72.03	24.06 72.18	
1	Style RTA-21 Rectifier for use with 8 V.Edison Storage	30#	15#	
	Battery,DC output 13.5 volts,1.24 amp. for operation	48.00	48.25	
	on 110 V. 60 Cycle Current US&S EO-33055			
	Plus cost of haul 7 mills per ton mile	.19	.09	
	Delivered price f.o.b.Portland,Oregon	48.19	48.34	
1	Style W-10 transformer US&S Pl F-6020,Ref 8	20#	25#	
	Plus cost of haul 7 mills per ton mile Low 318.41	14.60 .12	14.68 .16	326.72
	Delivered pricefo .b.Portland	14.72	14.84	
	delivery	3 wks	4 to 6 wks	

[redacted]

Form 2033

ABSTRACT OF PROPOSALS TO FURNISH MATERIAL

Bid No. 31-21-2-1

1616-HCM Federal Aid
Highway Crossing
Signals at Wallowa, Oregon

Order No. *Date*

F. O. B. Cars at

With Whom

Bids Close 12/7/36

QUANTITY	DESCRIPTION	Union Switch & Signal Co. F. O. B. Omaha each	General Railway Signal Co. F. O. B. Omaha each	F. O. B.
1	Instrument Case US&S PL.L-1144 Ref.A,	492#	675#	
	Shelving arranged per U.P.Dwg.SD-244	79.65	85.50	
	Plus cost of haul 7 mills per ton mile	3.05	4.19	
	Delivered price f.o.b.Portland,Oregon	82.70	89.69	
1	Style DN-12,4 ohm relay with 4 silver to silver	17#	25#	
	impregnated graphite front and 4 silver to silver	26.75	26.85	
	non-independent back contacts,US&S Pl.E-4904,Ref.A			
	Plus cost of haul 7 mills per ton mile	.11	.16	
	Delivered price f.o.b.Portland,Oregon	26.86	27.01	
1	Style DX-13 DC Interlocking Relay with 4 front and	35#	45#	
	4 back cont.for each pair of magnets, 1 front	47.95	48.27	
	cont.on each side arranged for auto flagman,each pair of			
	coils wound to 4 ohm,US&S Pl.E-5100,Ref Aa			
	Plus cost of haul 7 mills per ton mile	.22	.28	
	Delivered price f.o.b.Portland,Oregon	48.17	48.55	
1	Style D-22 Relay with copper oxid rectifier and	15#	26#	
	with 2 front and 2 back non-independent silver to	25.65	25.95	
	silver impregnated contacts for 10 volt AC			
	operation US&S Ref.			
	Plus cost of haul 7 mills per ton mile	.09	.16	
	Delivered price f.o.b.Portland,Oregon	25.74	26.11	
3	Style RT-10 Rectifier US&S Pl.S-4, Ref. Be	10#	9#	
	(For track storage battery)	23.95	24.00	
	Plus cost of haul 7 mills per ton mile	.06	.06	
	Delivered price f.o.b.Portland,Oregon	24.01 72.03	24.06 72.18	
1	Style RTA-21 Rectifier for use with 8 V.Edison Storage	30#	15#	
	Battery,DC output 13.5 volts,1.24 amp. for operation	48.00	48.25	
	on 110 V. 60 Cycle Current US&S EO-33055			
	Plus cost of haul 7 mills per ton mile	.19	.09	
	Delivered price f.o.b.Portland,Oregon	48.19	48.34	
1	Style W-10 transformer US&S Pl F-6020,Ref 8	20#	25#	
	Plus cost of haul 7 mills per ton mile	14.60	14.68	
	Low 318.41	.12	.16	326.72
	Delivered price f.o.b.Portland	14.72	14.84	
	delivery	3 wks	4 to 6 wks	

Form [illegible] Standard

Purchasing Agent
ROBISON,
chasing Agent

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY
THIS IS NOT AN ORDER

Bid No. 31-21-2-1
Portland, Oregon, 11/27/36

Union Switch & Signal Co.,
Peoples Gas Bldg.,
Chicago, Illinois

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m. 12-7-36

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT — G. H. ROBISON, Purchasing Agent

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT	
	Please quote net price each f.o.b. Omaha, Nebr. advising estimated shipping weight each item, account used on Federal Project	Net Wt ea	Net each f.o.b. Omaha, Nebr.
1	Instrument Case US&S Pl. L-1144 Ref.A, shelving arranged per U.P.Dwg. SD-244 (Without cable post)	492#	79.65
1	Style DN-12, 4 ohm Relay with 4 silver to silver impregnated graphite front and 4 silver to silver non-independent back contacts, US&S Pl. E-4904, Ref An	17#	26.75
1	Style DX-13 DC Interlocking Relay with 4 front & 4 back cont. for each pair of magnets. 1 front cont. on each side arranged for auto flagman each pair of coils wound to 4 ohms, US&S Pl. E-5100, Ref An	35#	47.95
1	Style D-22 Relay with copper oxide rectifier and with 2 front & 2 back non-independent silver to silver impregnated contacts for 10 volt AC operation US&S Ref.	15#	25.65
3	Style RT-10 Rectifier US&S Pl. S-4 Ref. Be (For track storage battery)	10#	23.95
1	Style RTA-21 Rectifier for use with 8 V Edison Storage Battery, DC output 13.5 volts, 1.24 amp. for operation on 110 V 60 cycle current US&S ED-33055	30#	48.00
1	Style W-10 transformer, US&S Pl. F-6020, Ref 8	20#	14.60

UNION Switch & Signal Co.

We will furnish above in ________ *days from receipt of order at prices specified.*

Dated at Chicago, Ill. Dec. 5 *193*6 (Sign Here) Geo. Marloff
Asst Western Manager

Purchasing Agent
H ROBISON,
rchasing Agent

Form 2009

Standard

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY
THIS IS NOT AN ORDER

Bid No. 31-21-2-1

Portland, Oregon, 11/27/36

General Railway Signal Co.
Peoples Gas Bldg.,
Chicago,Ill.

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m. 12/7/36

G. H. ROBISON,
Purchasing Agent

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT	
	Please quote net price each f.o.b. Omaha Nebr, advising estimated shipping weight each item, account used on Federal Project:		Total Weight
1	Instrument case US&S Pl.L-1144 Ref.A Shelving arranged per U.P.Dwg. SD-244	85.50	675#
1	Style DN-12,4 ohm relay with 4 silver to silver impregnated graphite fron and 4 silver to silver ~~impregnated graphite front~~ non-independent back contacts, US&S Pl.E-4904,Ref Aa	26.85	25#
1	Style DX-13 DC Interlocking Relay with 4 front & 4 back cont.for each pair of magnets,1 front cont on each side arranged for auto flagman each pair of coils wound to 4 ohms,US&S Pl. E-5100,Ref.Aa	48.27	45#
1	Style D-22 Relay with copper oxide rectifier and with 2 front & 2 back non-independent silver to silver impregnated contacts for 10 volt AC operation US&S Ref.	25.95	26#
3	Style RT-10 Rectifier US&S Pl S-4, Ref.Be. (For track storage battery)	24.00	27#
1	Style RTA-21 Rectifier for use with 8 V.Edison Storage battery,DC output 13.5 volts,1.24 amp for operation on 110 v. 60 cycle current US&S DC-33055.	48.25	15#
1	Style W-10 transformer,US&S Pl.F-6020	14.68	25#

We will furnish above in 4 to 6 weeks *days from receipt of order at prices specified.*

General Railway Signal Co.

Dated at Chicago,Ill.Dec 5,1936 *193*

(Sign Here) A C Holden
Resident Manager

Kerite low at $121.23 vs Okonite at $122.79

ABSTRACT OF PROPOSAL

Bid No. 31-21-2-1

Order No. ____ Date ____

F. O. B. Cars at ____

With Whom ____

Bids Close 12/7/36

QUANTITY	DESCRIPTION	F. O. B. Per M Ft Omaha	F. O. B. Per M ft Omaha	F. O. B.
		1/2 of 1% 10 days	1% 10 days	
400	ft. Single Conductor Underground wire No.10 AWG	75#	280#	
	Solid 5/64" wall insulation, tape and two jutes	56.02	49.00	
	underground finish (for trenchlay service)	.47	1.74	
	Plus cost of haul 7 mills per ton mile	56.49	50.74	
	Delivered price f.o.b. Portland, Oregon	22.60	20.29	
		125#	350#	
360	ft. Single Conductor Underground Wire No.6 AWG	89.20	92.65	
	solid 3/32" wall insulation, tape and two jutes			
	underground finish (For trenchlay service)	.77	2.17	
	Plus cost of haul 7 mills per ton mile	89.97	94.82	
	Delivered price f.o.b. Portland, Oregon	32.39	34.13	
150	ft. Two Conductor Bronze taped cable, each conductor			
	#10 AWG solid 5/64" wall, Okonite insulation,			
	taped; conductors properly laid up into cable	690#	955#	
	form and finished overall with core tape, jute bedding,			
	one 10-mil bronze tape and 2 layers saturated jute	211.04	232.80	
	underground finish	4.27	6.92	
	Plus cost of haul 7 mills per ton mile	215.31	239.72	
	Delivered price f.o.b. Portland, Oregon	32.30	35.96	
100	ft. Five conductor bronze taped cable, each			
	conductor No.10 AWG solid 5/64" wall, Okonite			
	insulation, plain; conductors properly laid			
	up into cable form and finished overall with	936#	1250#	
	core tape, jute bedding, one 10- mil bronze tape	333.57	315.50	
	and 2 layers saturated jute underground finish	5.80	7.75	
	Plus cost of haul 7 mills per ton mile	339.37	323.25	
	Delivered price f.o.b. Portland, Oregon	3 to 4 wks	1st 2 items at once bal 4 weeks	
	Delivery			
		33.94	32.32	

Low 121.23 122.79

ABSTRACT OF PROPOSALS TO FURNISH MATERIAL

Bid No. 31-21-2-1 1617-HCM Federal
Aid Highway Crossing
Signals at Wallowa, Oregon

Order No. Date

F. O. B. Cars at

With Whom

Bids Close 12/7/36

QUANTITY	DESCRIPTION	Kerite Insulated Wire & Cable Co.	Okonite Company	
		F. O. B. Per M Ft Omaha	F. O. B. Per M ft Omaha	F. O. B.
		1/2 of 1% 10 days	1% 10 days	
400	ft. Single Conductor Underground wire No.10 AWG	75#	280#	
	Solid 5/64" wall insulation, tape and two jutes	56.02	49.00	
	underground finish (for trenchlay service)	.47	1.74	
	Plus cost of haul 7 mills per ton mile	56.49	50.74	
	Delivered price f.o.b. Portland, Oregon	22.60	20.39	
		125#	350#	
360	ft. Single Conductor Underground Wire No.6 AWG	89.20	92.65	
	solid 3/32" wall insulation, tape and two jutes			
	underground finish (For trenchlay service)	.77	2.17	
	Plus cost of haul 7 mills per ton mile	89.97	94.82	
	Delivered price f.o.b. Portland, Oregon	32.39	34.13	
150	ft. Two Conductor Bronze taped cable, each conductor			
	#10 AWG solid 5/64" wall, Okonite insulation,			
	taped; conductors properly laid up into cable	690#	955#	
	form and finished overall with core tape, jute bedding,			
	one 10-mil bronze tape and 2 layers saturated jute	211.04	232.80	
	underground finish	4.27	6.92	
	Plus cost of haul 7 mills per ton mile	215.31	239.72	
	Delivered price f.o.b. Portland, Oregon	32.30	35.96	
100	ft. Five conductor bronze taped cable, each			
	conductor No.10 AWG solid 5/64" wall, Okonite			
	insulation, plain; conductors properly laid			
	up into cable form and finished overall with	936#	1250#	
	core tape, jute bedding, one 10- mil bronze tape	333.57	315.30	
	and 2 layers saturated jute underground finish	5.80	7.75	
	Plus cost of haul 7 mills per ton mile	339.37	323.25	
	Delivered price f.o.b. Portland, Oregon	3 to 4	1st 2 items at once	
	Delivery	wks	bal 4 weeks	
		33.94	32.32	
	Low	121.73	122.79	

Form 2000

Standard
3-36-3,000

neral Purchasing Agent
H. ROBISON,
Purchasing Agent

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY
THIS IS NOT AN ORDER

Bid No. 31-21-2-1
Portland, Oregon, 11/27/36

The Okonite Company,
20 N Wacker Drive
Chicago,Ill.

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m. 12/1/35

G. H. ROBISON,
Purchasing Agent

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT
	Please advise net price per thousand feet f.o.b. Omaha,Nebr.advising separate net weight of cable and reel,making up shipping weight per thousand feet,account used on Federal Project:	
400	Ft.Single Conductor Underground Wire No.10 AWG solid 5/64" wall insulation,tape and two jutes underground finish. (For trenchlay service)	$49.00 per M'
360	Ft.Single Conductor Underground Wire No.6 AWG Solid 3/32" wall insulation,tape and two jutes underground finish. (For trenchlay service)	92.65 per M'
150	Ft.Two conductor bronze taped cable,each conductor No.10 AWG solid 5/64" wall,Okonite insulation,taped; conductors properly laid up into cable form and finished overall with core tape jute bedding,one 10-mil bronze tape and 2 layers saturated jute underground finish	232.80 per M'
100	Ft.Five conductor bronze taped cable,each conductor No.10 AWG solid 5/64" wall,Okonite insulation,plain;conductors properly laid up into cable form and finished overall with core tape,jute bedding,one 10-mil bronze tape and 2 layers saturated jute underground finish.	315.50 per M'
	FOB Omaha Nebr Terms net 30 days 1% for cash payment 10 days from date of invoice. Immediate shipment first item,balance 4 weeks.	

We will furnish above in See our letter attached *days from receipt of order at prices specified.*

Dated at Dec 4,1936 *193*

A L McNeill
(Sign Here) Mgr.Rwy Dept.

General Purchasing Agent
G. H. ROBISON,
Purchasing Agent

Form 2009

Standard
8-36-5,000

UNION PACIFIC RAILROAD COMPANY

PRICE INQUIRY
THIS IS NOT AN ORDER

Bid No. 31-21-2-1
Portland, Oregon, 11/27/36

Kerite Insulated Wire & Cable Co.,
Peoples Gas Bldg.,
Chicago,Ill.

Please quote hereon your lowest price for the following material, F. O. B. point of shipment and state by what date you can make delivery. No charge for package, or drayage, or for any other purpose will be allowed over and above the prices quoted on this sheet. The right is reserved to accept or reject quotations on each item separately or as a whole. Quotations will be received until 4 p. m. 12/7/36

G. H. ROBISON,
Purchasing Agent

PLEASE RETURN THIS SHEET WHETHER YOU QUOTE A PRICE OR NOT

QUANTITY	DESCRIPTION	PRICES SPECIFY UNIT AND POINT OF SHIPMENT Price	Reel Wts	Shipping Wts per M ft
	Please adcise net price per thousand feet f.o.b. Omaha,Nebr.advising separate net weight of cable and reel,making up shipping weight per thousand feet,account used on Federal Project:			
400	Ft Single Conductor underground wire No.10 AWG solid 5/64" wall insulation,tape and two jutes underground finish. (For trenchlay service)	54.70	Car-tons	75#
360	Ft.Single Conductor Underground Wire No.6 AWG solid 3/32" wall insulation,tape and two jutes underground finish. (For trenchlay service)	87.00	"	125#
150	Ft.Two Conductor Bronze Taped Cable,each conductor No.10 AWG solid 5/64" wall,Okonite insulation,taped; conductors properly laid up into cable form and finished overall with core tape,jute bedding,one 10-mil bronze tape and 2 layers saturated jute underground finish	19.45 Per C	1 reel 125#	690#
100	Ft Five Conductor Bronze taped cable,each conductor No.10 AWG solid 5/64" wall,Okonite insulation, plain; conductors properly laid up into cable form and finished overall with core tape,jute bedding, one 10-mil bronze tape and 2 layers saturated jute underground finish	31.27	1 reel 125#	936#
	F.O.B.Factory,Seymour,Conn.Terms 1/2 of 1% 10 days, 30 days net. Delivery 3 wks			

We will furnish above in 3 to 4 weeks *days from receipt of order at prices specified.*

Dated at 12/3/36 *193*

The Kerite Insulated Wire & Cable
(Sign Here) Co Inc.W.H.Fenley

RECEIVED
DEC 4 1936
FOR FILING

40-D

December 3, 1936

Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1929 awarded to you on October 29, 1936, for grading, surfacing and oiling on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
NOV 30 1936
FOR FILING

40-D

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rock Creek-Wallowa Section, F. A. Project No. 40-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department **Federal Aid Project No. [illegible]**

ROCK CREEK-WALLOWA SECTION OF THE WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1938

Roadwork

All Required		Clearing and Grubbing		$ 1,168.00
50	cu. yds.	Trench Excavation	$ 2.00	100.00
17,500	cu. yds.	Excavation, Single Classification	0.32	5,600.00
21,500	cu. yds.	Special Borrow	0.29	6,235.00
15,700	yd. sta.	Overhaul	0.02	314.00
3,600	yd. mi.	Truck Haul	0.16	576.00
17,600	yd. mi.	Hauling Special Borrow	0.12	2,112.00
4.04	miles	Finishing Roadbed and Slopes	500.00	2,020.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	2.24	179.20
130	lin. ft.	18" Corr. Iron Pipe	2.00	260.00
100	lin. ft.	24" Corr. Iron Pipe	2.94	294.00
30	lin. ft.	36" Corr. Iron Pipe	5.58	167.40
6	cu. yds.	Class "A" Concrete	30.00	180.00
21,100	cu. yds.	Selected Roadbed Topping	0.29	6,119.00
22,000	yd. mi.	Hauling Roadbed Topping	0.10	2,200.00
3,850	cu. yds.	Crushed Gravel Surfacing	1.61	6,198.50
950	cu. yds.	Filler	0.40	380.00
1,400	yd. mi.	Hauling Filler	0.20	280.00
950	M-Gal.	Sprinkling	1.70	1,615.00
4.04	miles	Preparation of Base	200.00	808.00
2,500	cu. yds.	Mineral Aggregate in Place	2.91	7,275.00
220	tons	No. 3 Road Oil in Place	24.50	5,390.00
		Subtotal		$ 49,661
		10% Engr. & Cont.		4,966
		Total		$ 54,627

BRIDGES

Rock Creek Bridge

800	lin. ft.	Treated Piling	$ 1.40	$ 1,120.00
18	M-FBM	Treated Lumber	98.00	1,764.00
60	cu. yds.	Class "D" Concrete	25.00	1,500.00

13,000	lbs.	Metal Reinforcement	$ 0.055	$ 715.00
160	lin. ft.	Concrete Handrail	4.00	640.00
				$ 5,739

[illegible] River Bridge

500	cu. yds.	Excavation	$ 8.00	$ 4,000.00
10	cu. yds.	Excavation Below Plans	10.00	100.00
400	cu. yds.	Class "A" Concrete	25.00	10,000.00
210	cu. yds.	Class "D" Concrete	25.00	5,250.00
123,000	lbs.	Metal Reinforcement	0.055	6,765.00
475	lin. ft.	Concrete Handrail	4.00	1,900.00
All Required		Remove Old Bridge and Maint. Traffic		400.00
				$ 28,415

Subtotal, Bridges	$ 34,154
10% Engr. & Cont.	3,415
Total, Bridges	$ 37,569

Length of Roadwork	4.040 miles
Length of 2 Participating Bridges	.058 mile
Length of 1 Non-participating Bridge	.007 mile
Total Length	4.105 miles
Cost per mile, Roadwork	$ 13,521

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 54,627	$ 33,323 (61%)	$ 21,304
Bridges	37,567	22,917 (61%)	14,650
	$ 92,194	$ 56,240	$ 35,954

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
NOV 20 1936
FOR FILING

40-D

November 19, 1936

Mr. Tom Lillebo

Reedsport, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1928 awarded to you on October 29, 1936, for the construction of bridges over the Rock Creek and Wallowa River on the Wallowa Lake Highway in Wallowa County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
NOV [illegible] 1935
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 40-D

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 40-D, the Rock Creek-Wallowa Section of the Wallowa Lake Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
NOV 30 1935
FOR FILING

40-B

November 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Rock Creek-Wallowa Section, Project No. 40-B.

Five bid proposals for the Rock Creek and Wallowa River bridges are being sent under separate cover.

We are, likewise, sending five blueprint copies of plan sheets 2 and 3, which sheets have been revised on account of a change being made in the Rock Creek Bridge.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Mack/GG

Encl.

①

Oregon State Highway Department **Federal Aid Project No. 40-B**

BUCK CREEK-WALLOWA SECTION OF THE
WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Sept 1936

Salem, Oregon, ~~November 14, 1935~~

ROADWORK

	All Required		Clearing and Grubbing		$ 500.00	
	50	cu. yds.	Trench Excavation	$ 1.00	50.00	
17500	~~17,100~~	cu. yds.	Excavation, Single Classification	0.30	~~5,130.00~~	5250.00
	21,500	cu. yds.	Special Borrow	0.30	6,450.00	
	15,700	yd. sta.	Overhaul	0.02	314.00	
3,600	~~2,600~~	yd. mi.	Truck Haul	0.20	~~520.00~~	720.00
	17,600	yd. mi.	Hauling Special Borrow	0.15	2,640.00	
	4.04	miles	Finishing Roadbed and Slopes	150.00	606.00	
	1,900	lin. ft.	Rounding Cutbanks	0.10	190.00	
	80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00	
130	~~80~~	lin. ft.	18" Corr. Iron Pipe	2.50	~~200.00~~	325.00
	100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00	
	30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00	
	6	cu. yds.	Class "A" Concrete	25.00	150.00	
	21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00	
	22,000	yd. mi.	Hauling Roadbed Topping	0.15	3,300.00	
3850	~~3,650~~	cu. yds.	Crushed Gravel Surfacing	1.60	~~5,840.00~~	6160.00
	950	cu. yds.	Filler	0.25	237.50	
	1,400	yd. mi.	Hauling Filler	0.15	210.00	
	950	M-Gals.	Sprinkling	2.00	1,900.00	
2500	~~2,730~~	cu. yds.	Mineral Aggregate in Place	260 ~~2.60~~	~~7,098.00~~	6500.00
220	~~166~~	tons	No. 3 Road Oil in Place	30.00 ~~30.00~~	~~4,980.00~~	6600.00
	~~53~~	~~tons~~	~~Emulsified or Cutback Asphalt in Seal Coat~~	~~31.00~~	~~1,643.00~~	
	4.04	miles	Preparation of Base	100.00	404.00	
			Subtotal		$ 49,008.50	49,556.50
			10% Engr. & Cont.		4,900.85	4955.65
			Total		$ 53,909.35	54,512.15

BRIDGES

[illegible]

Rock Creek Bridge

800	lin. ft.	Treated Trestle Piling	1.20	~~$ 1.00~~	~~$ 800.00~~	960.00
18	M-FBM	Treated Lumber	110.00	~~100.00~~	~~1,800.00~~	1980.00
60	cu. yds.	Class "D" Concrete	25.00	~~23.00~~	~~1,380.00~~	1500.00
13,000	lbs.	Metal Reinforcement	.06	~~0.055~~	~~715.00~~	780.00
160	lin. ft.	~~Composite~~ Handrail Concrete	5.00	~~4.00~~	~~640.00~~	800.00
					~~$ 5,335.00~~	6020.00

Hallowa River Bridge

500	cu. yds.	Excavation		$ 6.00	$ 3,000.00	
10	cu. yds.	Excavation below Plans		8.00	80.00	
400	cu. yds.	Class "A" Concrete	25.00	~~23.00~~	~~9,200.00~~	10000.00
210	cu. yds.	Class "D" Concrete	25.00	~~23.00~~	~~4,830.00~~	5250.00
123,000	lbs.	Metal Reinforcement	.06	~~0.055~~	~~6,765.00~~	7380.00
475	lin. ft.	Concrete Handrail		5.00	2,375.00	
All Required		Remove Old Bridge and Maint. Traffic			1,000.00	
					~~$ 27,250.00~~	29085.00

Subtotal, Bridges	~~$ 32,585.00~~	35105.00
10% Engr. & Cont.	~~3,258.50~~	3510.50
Total, Bridges	~~$ 35,843.50~~	38,615.50

Length of Roadwork	4.040 miles
" " 3 Bridges	.065 "
Total Length	4.105 "
Cost per mile, Roadwork	~~$ 13,343.89~~ 13,493.10

Roadside Improvement (Sta. 576+75 to 706+75.1)

400	cu. yds.	Excavation, Single Classification	$ 0.30	$ 120.00
1,000	yd. mi.	Truck Haul	0.20	200.00
200	cu. yds.	Crushed Gravel Surfacing	1.60	320.00
70	cu. yds.	Mineral Aggregates in Place	2.60	182.00
4	tons	No. 3 Road Oil in Place	30.00	120.00
1	ton	Emulsified or Cutback Asphalt in Seal Coat	31.00	31.00

Subtotal	$ 973.00
10% Engr. & Cont.	97.30
Total	$ 1,070.30

Length	0.455 mile
Cost per mile	$ 2,352.30

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
~~Roadwork~~	~~$ 53,909.35~~	$ 32,884.70	(61%)	~~$ 21,024.65~~
~~2 Bridges~~	~~35,843.50~~	21,864.53	(61%)	~~13,978.97~~
~~Roadside Improvement~~	~~1,070.30~~	652.88	(61%)	~~417.42~~
	~~$ 90,823.15~~	~~$ 55,402.11~~		~~$ 35,421.04~~

Roadwork	$ 54512.15	$ 29,267.44	$ 25,244.71
2 Bridges	38615.50	20,732.56	17,882.94
	93,127.65	50,000.00	43,127.65

[illegible]

[illegible]

[illegible]

[illegible]

RECEIVED
APR 26 1937
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40-8

October 29, 1936

Consolidated Highway Company, Inc.
424 Henry Building
Portland, Oregon

Gentlemen:

Confirming my wire of this date the State Highway Commission today awarded you the contract for regrading, surfacing and oil mat surface treatment of the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County based on your bid of $53,122.60 submitted on October 1, 1936.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

✓

RECEIVED
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40-D

October 29, 1936

Ben Lillebo
Reedsport, Oregon

Dear Sir:

Confirming my wire to you of this date the State Highway Commission today awarded you the contract for the construction of bridges over Rock Creek and Wallowa River in Wallowa County based on your bid of $34,134.00 submitted on October 1, 1936.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 40-D

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project No. 40-D, the Rock Creek and Wallowa River bridges of theRock Creek-Wallowa Section of the Wallowa Lake Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

40-8

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The copies of estimate sent to you covering the Rock Creek-Wallowa Section, erroneously did not include the estimate for roadside improvement.

We are, accordingly, enclosing herewith six copies of revised estimate to replace those sent previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 40-D

ROCK CREEK-WALLOWA SECTION OF THE WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 17, 1933

ROADWORK

All Required		Clearing and Grubbing		$ 300.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
17,100	cu. yds.	Excavation, Single Classification	0.30	5,130.00
21,500	cu. yds.	Special Borrow	0.30	6,450.00
15,700	yd. sta.	Overhaul	0.02	314.00
2,600	yd. mi.	Truck Haul	0.20	520.00
17,600	yd. mi.	Hauling Special Borrow	0.15	2,640.00
4.04	miles	Finishing Roadbed and Slopes	150.00	606.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00
80	lin. ft.	18" Corr. Iron Pipe	2.50	200.00
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00
22,000	yd. mi.	Hauling Roadbed Topping	0.15	3,300.00
3,650	cu. yds.	Crushed Gravel Surfacing	1.60	5,840.00
950	cu. yds.	Filler	0.25	237.50
1,400	yd. mi.	Hauling Filler	0.15	210.00
950	M-Gals.	Sprinkling	2.00	1,900.00
2,730	cu. yds.	Mineral Aggregate in Place	2.60	7,098.00
166	tons	No. 3 Road Oil in Place	30.00	4,980.00
53	tons	Emulsified or Cutback Asphalt in Seal Coat	31.00	1,643.00
			Subtotal	$ 49,008.50
			10% Engr. & Cont.	4,900.85
			Total	$ 53,909.35

BRIDGES

Rock Creek Bridge

65	cu. yds.	Excavation	$ 6.00	$ 390.00
5	cu. yds.	Excavation below Plans	8.00	40.00
88	cu. yds.	Class "A" Concrete	23.00	2,024.00
68	cu. yds.	Class "B" Concrete	23.00	1,564.00
37,000	lbs.	Metal Reinforcement	0.055	2,035.00
170	lin. ft.	Concrete Handrail	5.00	850.00
				$ 6,903.00

[illegible] River Bridge

500	cu. yds.	Excavation	$ 6.00	$ 3,000.00
10	cu. yds.	Excavation below Plans	8.00	80.00
400	cu. yds.	Class "A" Concrete	23.00	9,200.00
210	cu. yds.	Class "B" Concrete	23.00	4,830.00
123,000	lbs.	Metal Reinforcement	0.055	6,765.00
475	lin. ft.	Concrete Handrail	5.00	2,375.00
All Required		Remove Old Bridge and Maint. Traffic		1,000.00
				$ 27,250.00

Subtotal, Bridges	$ 34,153.00
10% Engr. & Cont.	3,415.30
Total, Bridges	$ 37,568.30

Length of Roadwork	4.040 miles
" " 3 Bridges	.065 "
Total Length	4.105 "
Cost per mile, Roadwork	$ 13,343.89

(A)

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 53,909.35	$ 32,884.70 (61%)	$ 21,024.65
Bridges	37,568.30	22,916.66 (61%)	14,651.64
	$ 91,477.65	$ 55,801.36	$ 35,676.29

Oregon State Highway Department **Federal Aid Project No. 40-B**

ROCK CREEK-WALLOWA SECTION OF THE
WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~September 17,~~ Oct 1935

Roadwork

All Required		Clearing and Grubbing		$ 500.00	
50	cu. yds.	Trench Excavation	$ 1.00	50.00	
17,100	cu. yds.	Excavation, Single Classification	~~0.25~~ 30	~~4,275.00~~	5130.00
21,500	cu. yds.	Special Borrow	0.30	6,450.00	
15,700	yd. sta.	Overhaul	0.02	314.00	
2,600	yd. mi.	Truck Haul	0.20	520.00	
17,600	yd. mi.	Hauling Special Borrow	0.15	2,640.00	
4.04	miles	Finishing Roadbed and Slopes	150.00	606.00	
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00	
80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00	
80	lin. ft.	18" Corr. Iron Pipe	2.50	200.00	
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00	
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00	
6	cu. yds.	Class "A" Concrete	25.00	150.00	
21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00	
22,000	yd. mi.	Hauling Roadbed Topping	~~0.12~~ 15	~~2,640.00~~	3300.00
3,650	cu. yds.	Crushed Gravel Surfacing	1.60	5,840.00	
950	cu. yds.	Filler	0.25	237.50	
1,400	yd. mi.	Hauling Filler	0.15	210.00	
950	M-Gals.	Sprinkling	2.00	1,900.00	
2,730	cu. yds.	Mineral Aggregate in Place	2.60	7,098.00	
166	tons	No. 3 Road Oil in Place	~~26.00~~ 30.00	~~4,316.00~~	4980.00
53	tons	Emulsified or Cutback Asphalt in Seal Coat	~~26.00~~ 31.00	~~1,378.00~~	1643.00
		Subtotal		~~$ 46,564.50~~	49008.50
		10% Engr. & Cont.		~~4,656.45~~	4900.85
		Total		~~$ 51,220.95~~	53909.35

Length of Roadwork	4.040 miles
Length of 3 Bridges	.065 "
Total Length	4.105 "
Cost per mile	$ 12,678.45

Roadside Improvement (Sta. 676+75 to 706+75.1)

400	cu. yds.	Excavation, Single Classification	$ 0.25	30	$	~~100.00~~	120,00
1,000	yd. mi.	Truck Haul	0.20			200.00	
200	cu. yds.	Crushed Gravel Surfacing	1.60			320.00	
70	cu. yds.	Mineral Aggregates in Place	2.60			182.00	
4	tons	No. 3 Road Oil in Place	~~26.00~~	30,00		~~104.00~~	120,00
1	ton	Emulsified or Cutback Asphalt in Seal Coat	26.00	31,00		~~26.00~~	31,00 Ⓑ
			Subtotal		$	~~932.00~~	973,00
			10% Engr. & Cont.			~~93.20~~	97.30
			Total		$	~~1,025.20~~	1070.30

Length 0.455 mile

Cost per mile $ ~~2,253.18~~ 2352.30

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
Roadwork	$ 51,220.95	$ 31,244.77	(61%)	$ 19,976.18
Roadside Improvement	1,025.20	625.37	(61%)	399.83
	$ 52,246.15	$ 31,870.14		$ 20,376.01

FOR FILING

40-B

October 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Rock Creek and Wallowa River Bridges, Project No. 40-B.

Five bid proposals and five blueprint copies of the revised quantity summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Bush/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 40-B

ROCK CREEK-WALLOWA SECTION OF THE WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~October~~ Nov 27, 1935

ROADWORK

All Required		Clearing and Grubbing		$ 500.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
17,100	cu. yds.	Excavation, Single Classification	0.30	5,130.00
21,500	cu. yds.	Special Borrow	0.30	6,450.00
15,700	yd. sta.	Overhaul	0.02	314.00
2,600	yd. mi.	Truck Haul	0.20	520.00
17,600	yd. mi.	Hauling Special Borrow	0.15	2,640.00
4.04	miles	Finishing Roadbed and Slopes	150.00	606.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00
80	lin. ft.	18" Corr. Iron Pipe	2.50	200.00
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00
22,000	yd. mi.	Hauling Roadbed Topping	0.15	3,300.00
3,650	cu. yds.	Crushed Gravel Surfacing	1.60	5,840.00
950	cu. yds.	Filler	0.25	237.50
1,400	yd. mi.	Hauling Filler	0.15	210.00
950	M-Gals.	Sprinkling	2.00	1,900.00
2,730	cu. yds.	Mineral Aggregate in Place	2.60	7,098.00
166	tons	No. 3 Road Oil in Place	30.00	4,980.00
53	tons	Emulsified or Cutback Asphalt in Seal Coat	31.00	1,643.00
		Subtotal		$ 49,008.50
		10% Engr. & Cont.		4,900.85
		Total		$ 53,909.35

BRIDGES

Rock Creek Bridge

65	cu. yds.	Excavation	$ 6.00	$ 390.00
5	cu. yds.	Excavation Below Plans	8.00	40.00
88	cu. yds.	Class "A" Concrete	23.00	2,024.00
68	cu. yds.	Class "D" Concrete	23.00	1,564.00
37,000	lbs.	Metal Reinforcement	0.055	2,035.00
170	lin. ft.	Concrete Handrail	5.00	850.00
				$ 6,903.00

(A)

Wallowa River Bridge

500	cu. yds.	Excavation	$ 6.00	$ 3,000.00
10	cu. yds.	Excavation below Plans	8.00	80.00
400	cu. yds.	Class "A" Concrete	23.00	9,200.00
210	cu. yds.	Class "D" Concrete	23.00	4,830.00
123,000	lbs.	Metal Reinforcement	0.055	6,765.00
475	lin. ft.	Concrete Handrail	5.00	2,375.00
All Required		Remove Old Bridge and Maint. Traffic		1,000.00
				$ 27,250.00

Subtotal, Bridges	$ ~~34,153.00~~	32,585.00
10% Engr. & Cont.	~~3,415.30~~	3258.50
Total, Bridges	$ 37,568.30	35,843.50

Length of Roadwork	4.040 miles
" " 3 Bridges	.065 "
Total Length	4.105 "
Cost per mile, Roadwork	$ 13,343.89

Roadside Improvement (Sta. 676+75 to 706+75.1)

400	cu. yds.	Excavation, Single Classification	$ 0.30	$ 120.00
1,000	yd. mi.	Truck Haul	0.20	200.00
200	cu. yds.	Crushed Gravel Surfacing	1.60	320.00
70	cu. yds.	Mineral Aggregates in Place	2.60	182.00
4	tons	No. 3 Road Oil in Place	30.00	120.00
1	ton	Emulsified or Cutback Asphalt in Seal Coat	31.00	31.00
		Subtotal		$ 973.00
		10% Engr. & Cont.		97.30
		Total		$ 1,070.30

Length	0.455 mile
Cost per mile	$ 2,352.30

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds	
Roadwork	$ 53,909.35	$ 32,884.70	(61%)	$ 21,024.65	$
2 Bridges	35,843.50 ~~37,568.30~~	21,864.53 ~~22,916.66~~	(61%)	~~14,651.64~~	13,978.97
Roadside Improvement	1,070.30	652.88	(61%)	417.42	
	~~$ 92,547.95~~	~~$ 56,454.24~~		~~$ 36,093.71~~	
	90,828.15	$ 55,402.11		$ 35,421.04	

[illegible]

40-8

September 18, 1936

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

The Bureau's approval of the Rock Creek-Wallowa Project has been made contingent upon the lengthening of the existing box culverts at Stations 648+57 and 667+58.

Please make arrangements for the performance of this work in the usual manner.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

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40-D

September 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Rock Creek-[illegible] Section, Federal Aid Project No. 40-D.

Five sets of blueprint plans and five copies of bid proposal are being sent under separate cover.

We are, likewise, sending five blueprint copies each of sheet number 17 of the plans for project number 40 A and sheet number 3 for project number 40 E, which sheets show a connection with project number 40 D on the revised alignment.

Your attention is called to our setting up the construction of footpaths under the classification of roadside improvement work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

11

Oregon State Highway Department — Federal Aid Project No. 40-B

ROCK CREEK-WALLOWA SECTION OF THE
WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 14, 1938

Roadwork

All Required		Clearing and Grubbing		$ 500.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
17100 ~~15,200~~	cu. yds.	Excavation, Single Classification	0.25	~~3,800.00~~ 4275
21,500	cu. yds.	Special Borrow	0.30	6,450.00
15,700	yd. sta.	Overhaul	0.02	314.00
2,600	yd. mi.	Truck Haul	0.20	520.00
17,600	yd. mi.	Hauling Special Borrow	0.15	2,640.00
4.04	mile	Finishing Roadbed and Slopes	150.00	606.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00
80	lin. ft.	18" Corr. Iron Pipe	2.50	200.00
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00
22,000	yd. mi.	Hauling Roadbed Topping	0.12	2,640.00
3,650	cu. yds.	Crushed Gravel Surfacing	1.60	5,840.00
950	cu. yds.	Filler	0.25	237.50
1,400	yd. mi.	Hauling Filler	0.15	210.00
950	M-Gal.	Sprinkling	2.00	1,900.00
2,730	cu. yds.	Mineral Aggregate in Place	2.60	7,098.00
166	tons	No. 3 Road Oil in Place	26.00	4,316.00
53	tons	Emulsified or Cutback Asphalt in Seal Coat	26.00	1,378.00
		Subtotal		$ ~~46,089.50~~ 46564.50
		10% Engr. & Cont.		~~4,608.95~~ 4656.48
		Total		$ ~~50,698.45~~ 51,220.95

Length of Roadwork 4.040 miles
" " 3 Bridges .065 "
Total Length 4.105 "

Cost per mile $ ~~12,549.12~~
12,678.45

Roadside Improvement (Sta. 676+75 to 700+75.1)

~~2,300~~ 400	cu. yds.	Excavation, Single Classification	$ 0.25	$ ~~575.00~~	100.00
1,000	yd. mi.	Truck Haul	0.20	200.00	
200	cu. yds.	Crushed Gravel Surfacing	1.60	320.00	
70	cu. yds.	Mineral Aggregates in Place	2.60	182.00	
4	tons	No. 3 Road Oil in Place	26.00	104.00	
1	ton	Emulsified or Cutback Asphalt in Seal Coat	26.00	26.00	
		Subtotal		$ ~~1,407.00~~	932.00
		10% Engr. & Cont.		~~140.70~~	93.20
		Total		$ ~~1,547.70~~	1025.20

Length 0.455 mile

Cost per mile $ ~~3,401.53~~ 2,253.18

SUMMARY OF FUNDS REQUESTED

Item		Total Cost	Federal Aid Funds		State Funds	
Roadwork	51,220.95	$ ~~50,698.45~~	31,244.77 (61%) $ ~~30,926.05~~	~~(61%)~~	$ ~~19,772.40~~	19976.18
Roadside Improvement	1025.20	~~1,547.70~~	625.37 ~~944.09~~	(61%)	~~603.61~~	399.83
		$ 52,246.15	$ 31,870.14		$ 20,376.01	

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

40-D

September 11, 1936

SEP 15 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 40-D, the Rock Creek-Wallowa section of the Wallowa Lake Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Our concurrence is based on the same condition regarding the lengthening of existing box culverts as was stipulated in our letter of September 19, 1935.

On the estimate the length of three bridges is shown as 0.065 mile. The bridge at Station 582+54 to 582+92 is a non-participating structure. If, however, the oiling is to be carried across this structure, the length should then be included in the roadway length. If no work is to be done on this structure, it should then be shown as non-participating. Please advise at your early convenience regarding this structure.

It is noted that the totals on the estimate are not rounded off to even numbers as requested in Mr. MacDonald's memorandum of August 20th, copy of which was sent you on August 29th.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 30 1936
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40-D

September 8, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans and specifications for the Rock Creek-Wallowa Section, F. A. Project No. 40-D.

Five sets of revised plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 40-D

ROCK CREEK-WALLOWA SECTION OF THE WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, September 8, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 500.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
17,500	cu. yds.	Excavation, Single Classif.	0.30	5,250.00
21,500	cu. yds.	Special Borrow	0.30	6,450.00
15,700	yds. sta.	Overhaul	0.02	314.00
3,600	yds. mis.	Truck Haul	0.20	720.00
17,600	yds. mi.	Hauling Special Borrow	0.15	2,640.00
4.04	miles	Finishing Roadbed and Slopes	150.00	606.00
1,900	lin. ft.	Rounding Cutbanks	0.10	190.00
80	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	240.00
130	lin. ft.	18" Corr. Iron Pipe	2.50	325.00
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
21,100	cu. yds.	Selected Roadbed Topping	0.30	6,330.00
22,000	yd. mi.	Hauling Roadbed Topping	0.15	3,300.00
3,850	cu. yds.	Crushed Gravel Surfacing	1.60	6,160.00
950	cu. yds.	Filler	0.25	237.50
1,400	yd. mi.	Hauling Filler	0.15	210.00
950	M-Gals.	Sprinkling	2.00	1,900.00
4.04	miles	Preparation of Base	100.00	404.00
2,500	cu. yds.	Mineral Aggregate in Place	2.60	6,500.00
220	tons	No. 3 Road Oil in Place	30.00	6,600.00
			Subtotal	$ 49,556.50
			10% Engr. & Cont.	4,955.65
			Total	$ 54,512.15

April 7, 1936.

BRIDGES

Rock Creek Bridge

800	lin. ft.	Treated Trestle Piling	$ 1.20	$ 960.00
18	M-FBM	Treated Lumber	110.00	1,980.00
60	cu. yds.	Class "D" Concrete	25.00	1,500.00
13,000	lbs.	Metal Reinforcement	0.06	780.00
160	lin. ft.	Concrete Handrail	5.00	800.00
				$ 6,020.00

Wallowa River Bridge

500	cu. yds.	Excavation	$ 6.00	$ 3,000.00
10	cu. yds.	Excavation below Plans	8.00	80.00
400	cu. yds.	Class "A" Concrete	25.00	10,000.00
210	cu. yds.	Class "D" Concrete	25.00	5,250.00
123,000	lbs.	Metal Reinforcement	0.06	7,380.00
475	lin. ft.	Concrete Handrail	5.00	2,375.00
All Required		Remove Old Bridge and Maint. Traffic		1,000.00
				$ 29,085.00

Subtotal, Bridges	$ 35,105.00
10% Engr. & Cont.	3,510.50
Total, Bridges	$ 38,615.50

Length of Roadwork	4.040 miles
" " 3 Bridges	.065 "
Total Length	4.105 "
Cost per mile, Roadwork	$ 13,493.10

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 54,512.15	$ 29,267.44	$ 25,244.71
2 Bridges	38,615.50	20,732.56	17,882.94
	$ 93,127.65	$ 50,000.00	$ 43,127.65

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1936.

APR 8 1936
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of P. S. & E. papers covering Oregon U. S. Public Works project NRH 40-D (1935), Wallowa Grade Crossing, Wallowa Lake Highway, in Wallowa County.

Bids for the grading of this relocation, together with bids for bridges, were received on November 30, 1935. All of these bids were rejected and the project has not been readvertised. Under these circumstances, we do not believe we are justified in recommending at this time a signal that cannot be used until the relocation is advertised and construction completed. We will, therefore, hold the P. S. & E. papers in this office pending further advice.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

40-B

November 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of a letter sent to prospective bidders on the Rock Creek-Wallowa Section, Project No. 40-B, which letter advises of changes in the special provisions concerning the submission of pay rolls. Revised copies of special provision pages 20 and 21 are likewise enclosed, these pages being affected by the changed specifications.

The special provision included in the bid proposals for this project, concerning liquidated damages to be paid in case of failure to complete the work as specified, provides for a penalty of $100.00 per day, while the proposals sent to you erroneously provided for a penalty of $50.00 per day. Will you please correct your copies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 40-B (1935)

TRAFFIC SIGNALS - O. W. R. R. & N. CO. GRADE CROSSING

NEAR WALLOWA ON THE WALLOWA LAKE HIGHWAY

IN WALLOWA COUNTY (HIGHWAY STA. 704+62.6)

(Estimate as basis for project agreement. Based on estimates costs of construction by Railroad Company's Forces.)

Salem, Oregon, March 13, 1936

Materials

2 Wigwag Signals, Flashing Type, Complete	$ 640.00	
Accessories and Materials	1,118.00	
		$ 1,758.00

Labor

Installation		$ 336.00
	Subtotal	$ 2,094.00
	Engr. & Cont.	106.00
	Total	$ 2,200.00

NRM Funds Requested- $ 2,200.00

FORM S-M-1 22544 500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

X

412-8

RECEIVED
SEP 23 1935
OREGON

September 20, 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In preparing plans for the Rock Creek Section, Wallowa Lake Highway, Wallowa County, there was an irrigation ditch to be taken care of between station 667 and 675. In the plans as furnished to your office, it was proposed to construct a new box culvert at approximate station 675 and lengthen the box culvert at station 667+60.

Following your suggestion, a further investigation was made of this situation and we find that a ditch change can be made with some saving in cost. A ditch 10 feet in width is to be constructed and will involve 2300 cubic yards of excavation. A portion of this excavation will be solid rock material which will make the average price 40¢ per cubic yard, or a total of $920. In addition to this change, it will be necessary to install an 18 inch culvert pipe at station 667+60 to carry irrigation waters to the south side of the highway. This pipe will cost $105, making a total of $1025 for the ditch change. It was my estimate that approximately $1500 would be the cost of constructing one new box culvert and lengthen the existing culvert so that the ditch change will make a saving of approximately $500 and as there are no complications attendant to the construction, I believe the plans should be changed to show the change of the ditch with elimination of the new box culvert and extension of the old one.

I am enclosing sketch map showing the proposed ditch change.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc R. H. Baldock

40-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 40-D, the Rock Creek-Wallowa section of the Wallowa Lake Highway, have today been recommended for approval. This is your authority to advertise for bids.

As there are two bridges to construct under a separate contract, we presume you desire the preparation of the project agreement to be deferred pending the contracting of these bridges.

Our concurrence is based on the information that the two culverts at Stas. 648+57 and 667+58 are to be lengthened by the State without Federal participation and final payment will be deferred until these culverts are satisfactorily completed.

The items submitted as Roadside Improvement, and all other features are approved subject to review and approval and such changes made as required by the Chief Engineer.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

September 17, 1935

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

To correct discrepancies in the plans for the Rock Creek-Hallows Project, we are submitting corrected copies of plan sheets Nos. 2, 8 and 9; also, revised copies of the estimate to accompany the plans.

The box culverts at Stations 648+57 and 667+58 are to be extended by state forces without federal participation.

Special borrow materials are to be measured in embankment for the reason that a part of them are to come from gravel pits from which materials for gravel topping and surfacing are to be obtained, making accurate segregation of the borrow materials, for measurement in excavation, impracticable. It is anticipated, also, that screen rejection material from the screening and crushing operations may be used as special borrow material to some extent.

On sheet 12 of the special provisions to be sent to bidders, the second paragraph of the provision headed "Bituminous Cement" will be changed to read as follows:

> In all other applications, the bituminous cement shall be No. 3 road oil meeting the requirements stated in Section 45. In this connection, the two per cent maximum wax content specification shall be understood to not apply.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

Encl.

Form 30-1 (Last Sheet)

C. S.
12-31-160M

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

O. W. R. & N. CO. SHEET ____ OF ____ SHEETS

Signal DEPARTMENT Oregon DIVISION Aug. 5, 1935. 193__

LOCATION: Wallowa, Oregon - Joseph Branch.
M.P. 56.08 - Oregon Highway No. 82.

DESCRIPTION: Install 2 highway crossing wig wags.
Dwg. B-3578 dated Aug. 5th, 1935.

General Manager's No. ____
State ____
Valuation Section No. ____
Department No. ____

R. and E. ACCT. No.	*DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO INVESTMENT ACCOUNT	TOTAL CHARGEABLE TO OPERATING EXPENSES
	Engineering				25			
52	90# ARA ins. joints	10	ea.	13.55	25	111		
12	Wig wag signals	2	"	354.86	100	610		
17	RTA-21 rectifiers	1	"	45.64	3	43		
11	Inst. case	1	"	170.46	50	120		
60	CI relay box	3	"	29.65	9	80		
8 7	Neutral relay	1	"	30.00	2	28		
15	W-10 transformer	1	"	17.99	2	16		
7	AML-30 power tfr. relay	1	"	13.76	2	12		
5	Interlocking relay	1	"	55.30	2	53		
10	DML-41 undervoltage relay	1	"	23.32	2	21		
13	RT-10 rectifiers	3	"	34.98	9	96		
25	Edison storage battery	10	cell	10.50	1	104		
50	CI bonded joints	200	ea.	.18	20	16		
16	1 cond. No. 6 BT cable	.500	M ft.	228.00	25	89		
17	2 cond. No.10 BT "	.150	"	257.00	8	31		
18	4 cond. No.10 BT "	.300	"	295.00	15	73		
19	No. 14 ins. cop. wire	.200	"	26.92	2	3		
37	Steel crossarm pins	40	Ea	.18	1	6		
53	Breakarm brackets	4	"	1.06	1	3		
20	8 pin crossarms	20	"	1.79	7	29		
28	No. 10 WP CW line wire	1.3	mi.	77.00	20	80		
	Anchorage	4	ea.	1.83	2	5		
	Guys	4	"	3.47	4	10		
	Gr. rod & Gn.plate ins.	1	"	3.50	1	3		
	Misc. items				7	33		
	Store expense					168		
	Supervision				35			
	Contingencies				17	84		U.D.A. STATE OF OREGON
					397	1927		2324
	TOTAL							

Total Estimated Expenditure - - - - - - - - - - - - - - - - $______

Estimate By W.R.L.
Date 8/5/35 193__

Approved ____ Approved ____

*When labor or material is chargeable to both Investment Account and Operating Expenses show items separately.

OREGON WASHINGTON RAILROAD & NAVIGATION COMPANY

Bill of Material - Wallowa, Ore. Joseph Branch M.P. 58.82

Install 2 Highway Crossing Wigwags.

• • • • • • • • • • • • •

✓ 2 - Side of highway support Model 11 lower quadrant Magnetic wigwag flagman with flashing lights assembly 2355-2, type KOO-8 volt DC 504 complete with "Railroad Crossing" sign reflector "STOP ON RED SIGNAL" sign per drawing 2355 with bell. Magnetic Sig. Co.

✓ 1 - Instrument case US&A ref. Pl L-1144 Ref A with 4" short cable post and flat pinn. Shelving to be arr. per UP dwg. SD 244. Distance from top of foundation to top of pinnacle to be 9'0"

✓ 3 - CI relay box US&S ref. Pl G-331 Fig. A

✓ 1 - Style DN-12, 4 ohm relay with 4 silv. to silv. impregnated graph. front & 4 silv. to silv. non-independent back contacts. US&S Pl. E-4904 Ref. Aa.

✓ 1 - Style W-10 Trans. US&S Pl F-6020 Ref. 8

✓ 1 - Style ANL-30 Power trans. Relay Ref Ab US&S Pl E-1175

✓ 1 - Mod. DN-13 DC interlocking relay with 4 front and 4 back cont. for each pair of magnets. 1 front cont. on each side arr. for auto. flagman, each pair of coils would to 4 ohms US&S Pl. E-5100 ref. Aa.

✓ 1 - Style DNL 41 Undervoltage relay US&S Pce No. 191034

✓ 3 - Style RT-10 rectifier US&S ref. Pl S-4 ref. Ba. (For Track storage bat.)

8 - Trico 5 amp 250 volt removeable type midget fuses. W.R.S.Co.

8 - Trico fuse clips to fit RSA terminals for Trico 5 amp. removeable type fuses, W.R.S.Co.

8 - Testing switches W.R.S.Co. Ref. R-3520

1 - Cases cont. 7 cells ea. of Edison B4H 75 AH nick. steel bat. in bottomless trays

3 - Universal variable track resistance No. 7323 W.R.S.Co. for trk storage bat.

3 - Cases cont. 1 cell each of Edison B4H 75 AH Nickel Steel Batt. in bottomless trays

6 - 3/4" x 18" anchor bolts for cable post fdn Dwg. C.S. 354 Fig. A.

4 - 1" x 18" anchor bolts for light sig. found. similar to Dwg. C.S. 354 Fig. A.

4 - Pipe elbow for found. Dwg. C.S. 354

16 - Sacks cement

3 - Yards sand

4-1/2 - Yards crushed stone or gravel

400 - No. 8 BWG dbl galv. Armco Iron bond wires 46" long WRS Co.

850 - Channel pins C.S. Dwg. 250

1 - Safety Switch & fuse 110 volt Ckt.

3 - Lbs 6d wire nails

2 - Lbs 8d wire nails

✓ 500' - Single Conductor bronze taped cable, No. 6 AWG solid 3/32" wall, Okonite insulation taped; one 10 mil bronze tape and 2 layers saturated jute underground finish.

✓ 150' - Two conductor bronze taped cable each conductor No. 10 AWG solid 5/64" wall, Okonite insulation taped; conductors properly laid up into cable form and finished overall with core tape, jute bedding, one 10 mil bronze tape and 2 layers saturated jute underground finish.

✓ 300' - Four conductor bronze taped cable each conductor No. 10 AWG solid 5/64" wall, Okonite insulation, plain; conductors properly laid up into cable form and finished overall with core tape, jute bedding one 10 mil bronze tape and 2 layers saturated jute underground finish.

200' - Single conductor aerial wire No. 14 AWG, solid 3/64" wall Okonite insulation, one braid.

100' - Single conductor flexible wire No. 16 AWG Stranded (19 strands) Cotton Separator 1/32" wall, Okonite insulation, single glazed braid.

6 - Type 27A Neon gas light. arr. W.R.S.Co. Pl. K-11. Ref. 3 for 110 volt Ckt.

60 - RSA proc. term. with Monel metal bind. po. & Cad. plated straps ARA Dwg. 1056#10565 comp. with #10 1¼" RH br. wd. sc. W.R.S.Co.

100 - Type A, Bee wire term. RR Access. Corp.

50 - Fibre tags, ARA Dwg. 1622 No. 16222.

50 - #10 AWG SD copper tie wires 24" long

40 - Side gr. proc. ins. sim. to Westinghouse #104

4 - Porc. strain ins. Thomas No. 602.

40 - 1/2" galv. St X arm pins Jos. #280 or Hub. #71

4 - Break arm brackets Model B-5018 W.R.S.Co. ref. Pl. S-10. Ref. 1

20 - 8 Pin 10 Ft. crossarms UP Dwg. A-440

40 - Galv. iron crossarm braces Dwg. CS-358

40 - Galv. toe bolts Dwg. C.S. 358

20 - Galv. heel bolts Dwg. C.S. 358

20 - 5/8" x 12" galv. thru bolt with nuts & 2 sq. washers each. Dwg. C.S. 358.

3 - 5/8" x 6'0" Copperweld Ground rods WRSCo.

60 - Ft. #6 AWG S.D. bare copper wire

1.3 - Mi. #10 AWG W.P. TB 40 Cond. Aristos C W Wire

30 - Ft. ground wire moulding-creosoted Hughes No. 2 with galv. fittings

2 - Lbs. 1-1/2" fence staples

4 - 8" Bierce anchor with 5/8" x 6' galv. rod, with thimble eye.

16 - Galv. 2-bolt guy clamps for 1/4" or 5/16" Siemans-Martin steel wire strand.

200 - Ft. 5/16" 5350# Siemans-Martin ex.galv. st.strand 7 wires for guys WU Spec. 807-B.

16 - Kearney guy wire clips for 5/16" steel strand Cat. No. 36

50 - Davidson cable hangers #2, 11" long WRSCo.

4 - Term. board 1" x 12" x 29" soft clear Cedar

1 - Lbs. 1/4" finishing leather strip

1/2 - Lbs. escutcheon pins 3/4" long

9 - Sig. padlocks no keys #228 Perfection with 13" chain, Ames Sword Co.

3 - Lbs. 3/4" Manson tape

1 - Allen soldering sticks

4 - Lbs. H&H solder

2 - Victolac No. 3 insulating paint W.R.S.Co. (Qts)

1/4 - Gal. blk eng. varnish C.S. 7 ready mixed

4 - Qts aluminum paint C.S. 26

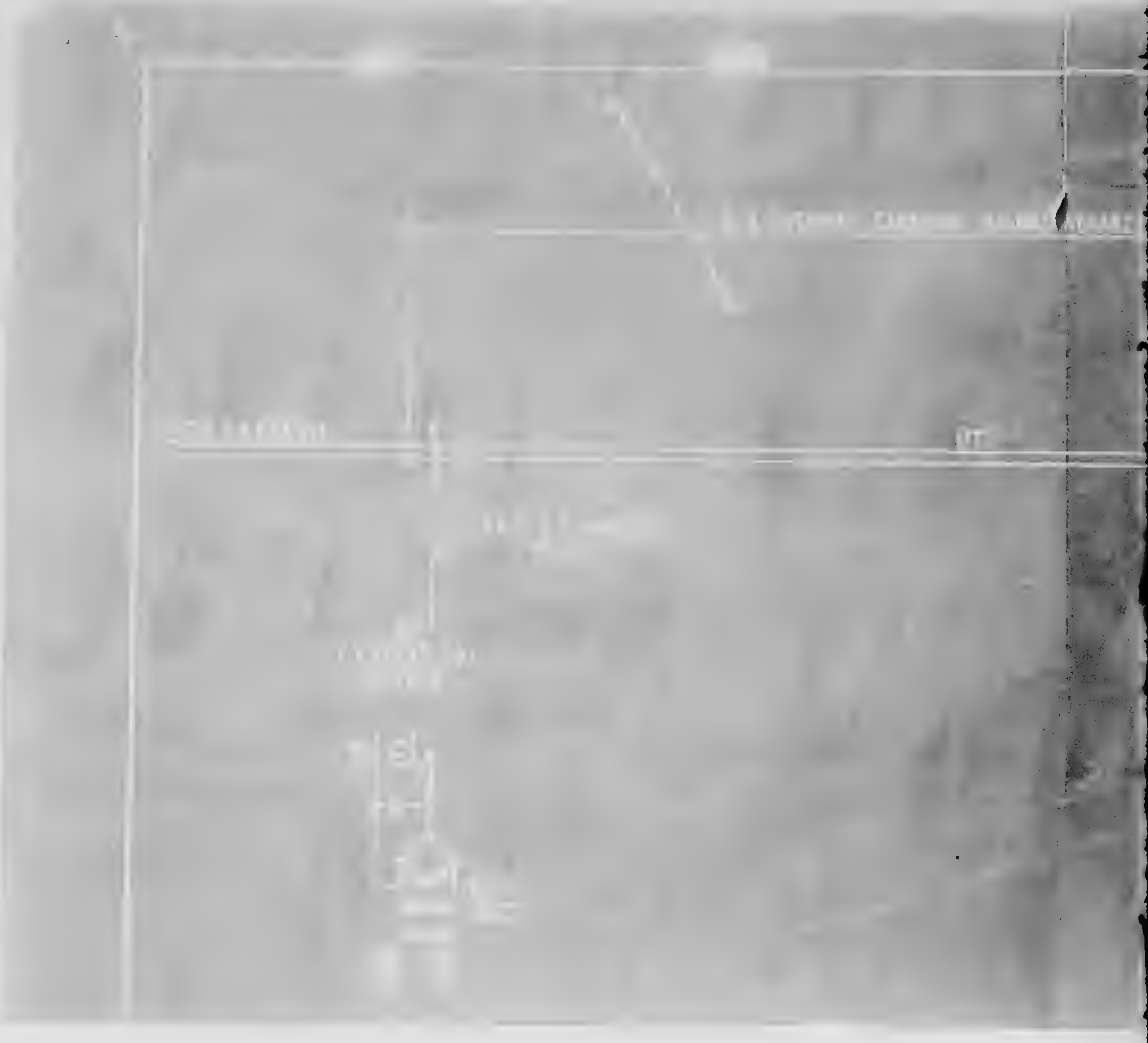
20 - Cont. ins. jts. for ARA 90 lb. rail

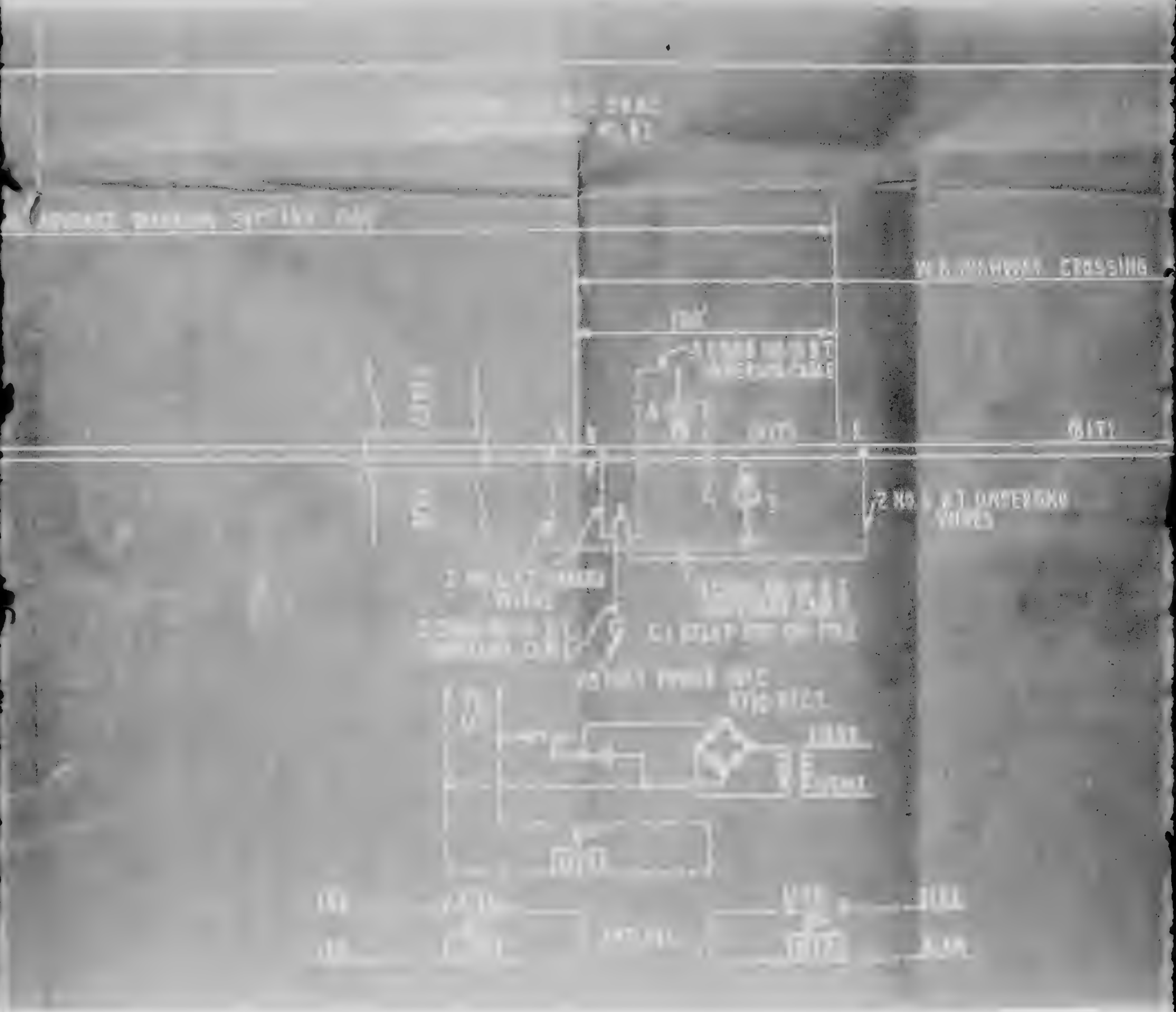
1 - Switch rod insulations Dwg. C.S. 65

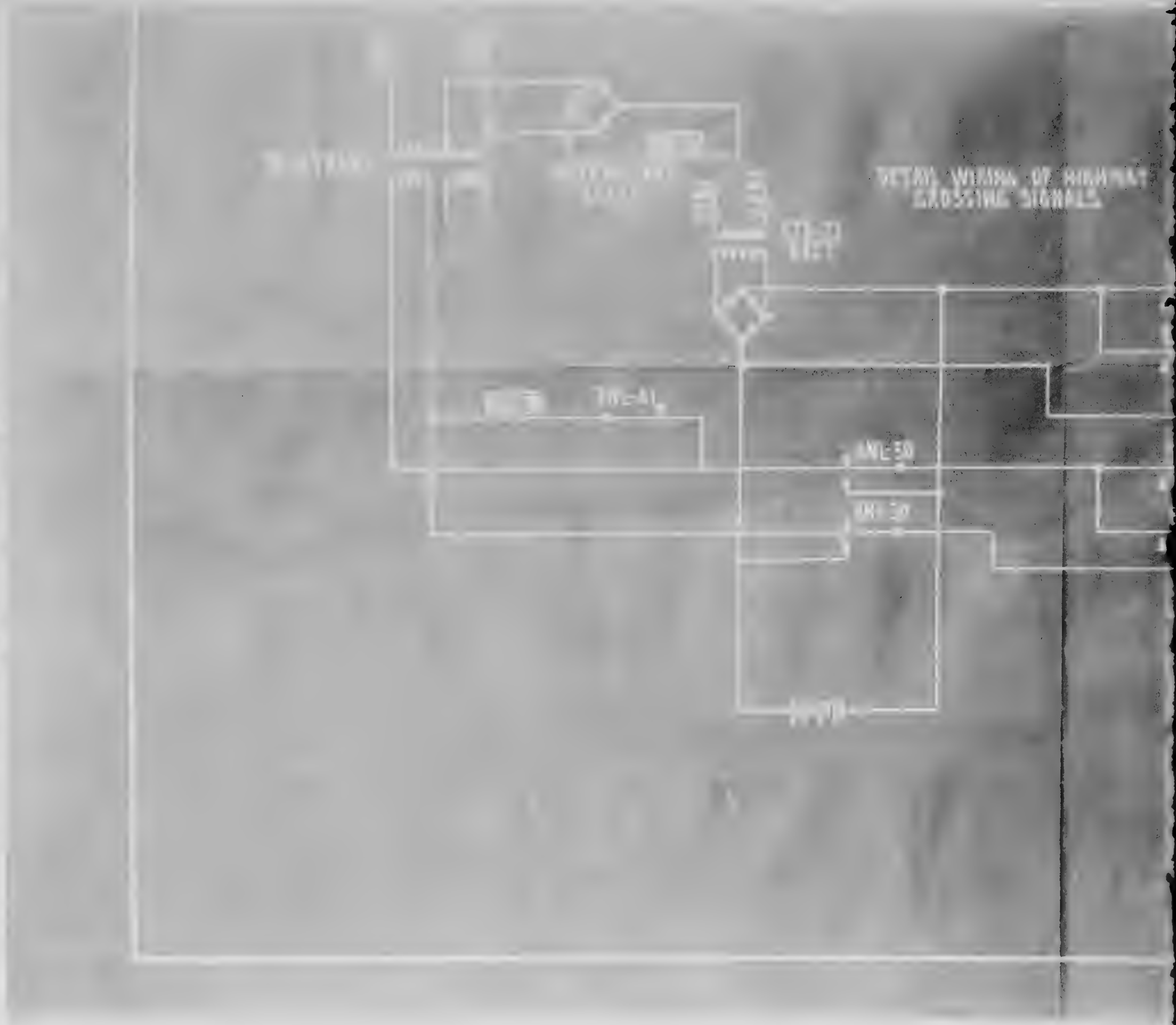
1 - Gage plate insulations Dwg. C.S. 65

1 - RTA-21 Rectifier U.S.& S.Co. Ref.

Office of Chief Engineer- System
Omaha, Nebr. - August 7, 1935




ADVANCE WARNING
W.B. HIGHWAY CROSSING
2 NO. 6 ST. UNDERGRND WIRES
CIRCUIT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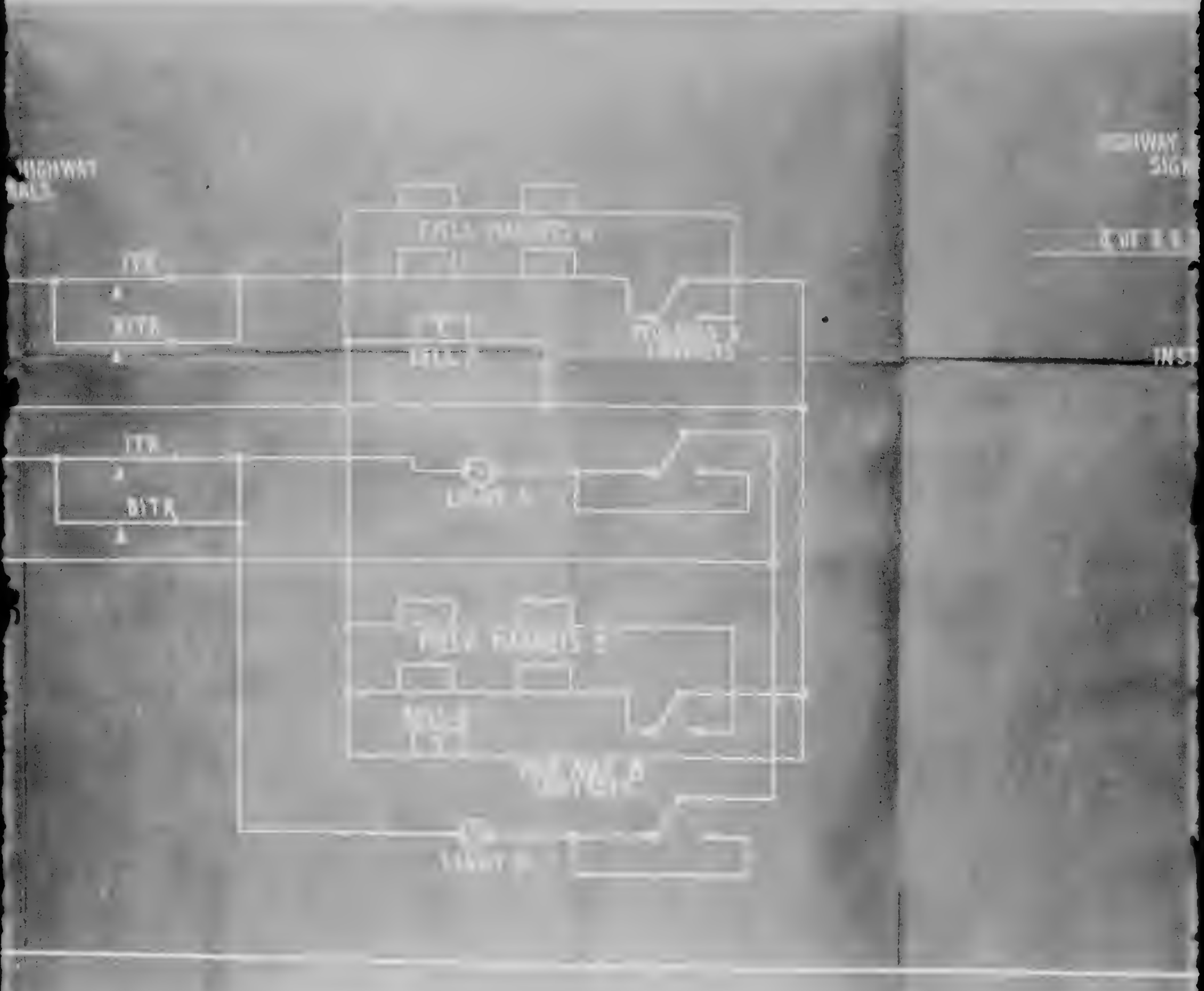
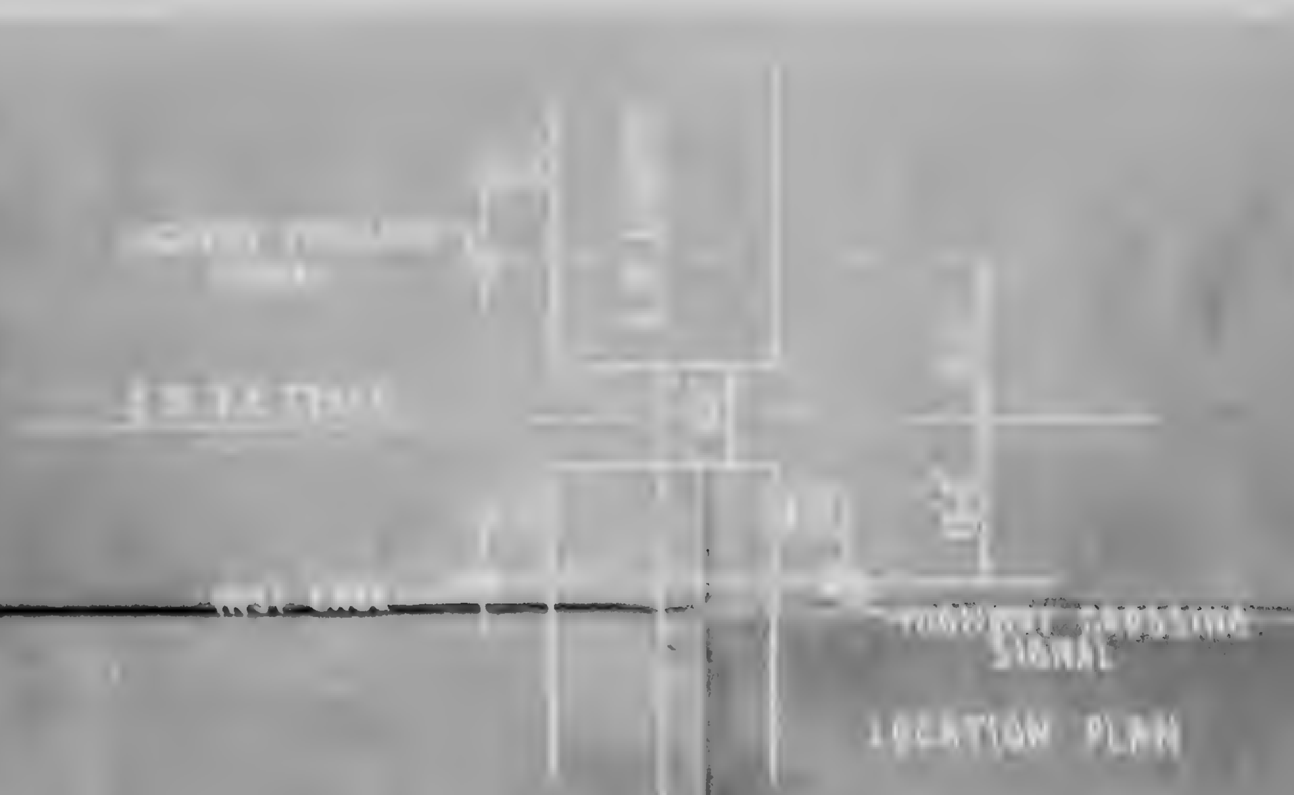
CROSSING SIGNALS
TW-A1
ANL-50
DR-50


HIGHWAY
ITR
BITR
FIELD MAGNETS
RELAY
ITR
BITR
LIGHT A
FIELD MAGNETS
LIGHT B
HIGHWAY
INST


HIGHWAY CROSSING SIGNAL
HIGHWAY CROSSING SIGNAL

LOCATION PLAN

O. W. R. & N. CO.

OFFICE OF ASS'T ENGR.-SYSTEM OMAHA-NEBR.

WALLOWA-OREGON
WIRING DIAGRAM OF HIGHWAY CROSSING SIGNALS

NO SCALE AUG 7, 1926

DRAWN [illegible] APPROVED ______

B-3578.

Form 20-1 (Last Sheet)

O. S.
12-31-160M

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

O. W. R. R. & N. COMPANY

SHEET 1 OF 1 SHEETS

Signal DEPARTMENT Oregon DIVISION August 8th, 1935

LOCATION: Lostine, Ore. - Joseph Branch.
M.P. 72.4 - Oregon Highway No. 82.

DESCRIPTION:

Install 2 Highway crossing wig wags.
Dwg. B-3579 dated Aug. 8, 1935.

General Manager's No.
State
Valuation Section No.
Department No.

R. and E. ACCT. No.	*DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO INVESTMENT ACCOUNT	TOTAL CHARGEABLE TO OPERATING EXPENSES
	Engineering				x 25			
58	90# ARA ins. joints	2	ea.	13.55	20	38		
2	Wig wag signals	2	"	304.80	100	610		
12	RTA rectifier	1	"	43.64	5	43		
11	Inst. case	1	"	170.46	50	170		
57	OI Relay box	2	"	39.65	9	80		
8	Neutral relay	1	"	30.00	2	30		
15	W-10 transformer	1	"	17.99	2	18		
9	AML-[illegible] power trans.relay	1	"	12.76	2	13		
5	Interlocking relay	1	"	55.30	2	55		
10	DML-41 undervoltage relay	1	"	25.52	2	26		
23	RT-10 rectifiers	3	"	31.96	9	96		
23	Edison storage battery	10	cell	10.50	1	104		
5	O.I. bonded joints	[illegible]	ea.	.18	20	16		
16	1 cond. No.6 BT cable	.500	M ft.	[illegible]	25	80		
17	2-cond. No.10 BT	.150	"	207.00	5	31		
18	4 cond. No.10 BT	.300	"	253.00	15	75		
19	No. 14 ins. cop. wire	.200	"	26.00	3	5		
37	Steel crossarm pins	40	ea.	.15	1	6		
53	Breakarm brackets	4	"	1.06	1	5		
30	6-pin crossarms	20	"	1.70	7	30		
28	No.10 W.P. C.W. ins.wire	1.5	mi.	77.00	20	80		
	Anchorage	4	ea.	1.62	2	6		
	Guys	4	"	2.47	4	10		
	Misc. items				7	32		
	Store expense					165		
	Supervision				x 34			
	Contingencies				17	88		W.D.A. STATE OF OREGON
					390	1896		
								2286
-	TOTAL	-	-	-				

Total Estimated Expenditure . . . . $

Estimate By W.R.L.
Date 8/8/35 193

Approved

Approved

*If labor or material is chargeable to both Investment Account and Operating Expenses show items separately.

OREGON WASHINGTON RAILROAD & NAVIGATION COMPANY

Bill of Material - Lostine, Ore. Joseph Branch M.P. 72.4

Install 2 Highway Crossing Wigwags.

- - - - - - - - - - - -

✓ 2 - Side of Highway Support Model 11 lower quadrant Magnetic wigwag flagman with flashing lights assembly 2355-2, type KOC - 8 volt DC 504 complete with "Railroad Crossing" sign reflector "STOP ON RED SIGNAL" sign per drawing 2355 with bell. Magnetic Signal Company.

✓ 1 - Instrument case USAS ref. Pl L-1144 Ref A with 4" short cable post and flat pinn. Shelving to be arr. per UP Dwg. SD-244. Distance from top of foundation to top of pinnacle to be 9'0".

✓ 3 - CI relay box USAS ref. Pl. G-331 Fig. A.

✓ 1 - Style DN-12, 4 ohm relay with 4 silv. to silv. impregnated graph. front & 4 silv. to silv. non-independent back contracts. USAS Pl. E-4904 Ref. Aa.

✓ 1 - Style U-10 Trans. USAS Pl D-6020 Ref. G

✓ 1 - Style ANL 30 Power Trans Relay Ref. Ab USAS Pl E-1175

✓ 1 - Mod. DN-13 DC interlocking relay with 4 front and 4 back cont. for each pair of magnets. 1 front cont. on each side arr. for auto. flagman, each pair of coils wound to 4 ohms USAS Pl. E-5100 ref. Aa.

✓ 1 - Style DNL 41 Undervoltage relay USAS pce No. 191034

✓ 3 - Style RT-10 Rectifier USAS ref. Pl. S-4 ref. Bc. (For Track storage bat.)

8 - Trico 5 amp. 250 volt removeable type midget fuses. W.R.S.Co.

8 - Trico fuse clips to fit RSA terminals for Trico 5 amp. removeable type fuses, W.R.S.Co.

8 - Testing switches W.R.S.Co. Ref. R-3520.

1 - Cases cont. 7 cells ea. of Edison B4H 75 AH nick. steel bat. in bottomless trays.

3 - Universal variable track resistance No. 7323 W.R.S.Co. for trk storage bat.

3 - Cases cont. 1 cell each of Edison B4H 75 AH nickel steel Batt. in bottomless trays

8 - 3/4" x 18" anchor bolts for cable post fdn. Dwg. C.S. 354 Fig. A.

4 - 1"x18" anchor bolts for light sig.found. similar to Dwg. C.S. 354 Fig. A

16 - Sacks cement

3 - Yards sand

4-1/2 - Yards crushed stone or gravel

400 - No. 8 BWG dbl galv. Armco iron bond wires, 46" long W.R.S.Co.

850 - Channel pins C.S. Dwg. 250

1 - Safety Switch & fuse 110 volt Ckt.

3 - Lbs. 6d wire nails

2 - Lbs. 8d wire nails

500,- Single Conductor bronze taped cable, No. 6 AWG solid, 3/32" wall, Okonite insulation, taped; one 10 mil bronze tape and 2 layers saturated jute underground finish

150,- Two conductor bronze taped cable, each conductor No. 10 AWG, solid 5/64" wall, Okonite insulation, taped; conductors properly laid up into cable form and finished overall with core tape, jute bedding, one 10 mil bronze tape and 2 layers saturated jute underground finish.

300,- Four conductor bronze taped cable, each conductor No. 10 AWG, solid 5/64" wall, Okonite insulation, plain; conductors properly laid up into cable form and finished overall with core tape jute bedding, one 10 mil bronze tape and 2 layers saturated jute underground finish

200,- Single Conductor aerial wire No. 14 AWG, solid 3/64" wall Okonite insulation, 1 braid.

100,- Single conductor flexible wire, No. 16 AWG Stranded (19 strands) Cotton separator 1/32" wall Okonite insulation, single glazed braid.

6 - Type 27A Neon gas light.arr.W.R.S.Co. Pl. K-11 Ref. 3 for 110 volt Ckt.

60 - RSA porc. term. with Monel metal bind. po. & Cad. plated straps ARA Dwg. 1056#10565 comp.with #10 1¼"RH br. wd. sc. W.R.S.Co.

100 - Type A Bee wire term. RR Access. Corp.

50 - Fibre tags ARA Dwg. 1622 No. 16222.

50 - #10 AWG SD copper tie wires 24" long

40 - Side gr. porc. ins. sim. to Westinghouse #104

4 - Porc. strain ins. Thomas No. 602

40 - 1/2" galv. St X arm pins Jos. #200 or Hub. #71

4 - Break arm brackets Model R-5012 W.R.S.Co. ref. Pl. S-10 Ref. 1

20 - 6 pin 10 ft. crossarms UP Dwg. A-440

40 - Galv. iron crossarm braces Dwg. CS-358

40 - Galv. toe bolts Dwg. C.S. 358

20 - Galv. heel bolts Dwg. C.S. 358

20 - 5/8" x 12" galv. thru bolt with nuts and 2 sq. washers each. Dwg. C.S. 358.

3 - 5/8" x 6'0" Copperweld ground rods WRS Co.

60 - Ft. #6 AWG S.D. bare copper wire

1.3 - Mi. #10 AWG WP. TB 40 Cond. Aristos C W Wire

30 - Ft. ground wire moulding - creosoted Hughes No. 2 with galv. fittings.

2 - Lbs. 1-1/2" fence staples

4 - 8" Pierce anchor with 5/8" x 6' galv. rod, with thimble eye.

16 - Galv. 2-bolt guy clamps for 1/4" or 5/16" Siemens-Martin steel wire strand.

200 - Ft. 5/16" 5350# Siemens-Martin ex. galv. st. strand 7 wires for guys WU Spec. 807-B

16 - Kearney guy wire clips for 5/16" steel strand Cat. No. 36

50 - Davidson cable hangers #2 11" long WRSCo.

4 - Term. Board 1" x 12" x 29" soft clear cedar

1 - Lb. 1/4" finishing leather strip.

100 -

1/2 - Lbs. escutcheon pins 3/4" long

9 - Sig. padlocks no keys #228 Perfection with 13" chain, Ames Sword Co.

3 - Lbs. 3/4" Manson tape

1 - Allen Soldering sticks

4 - Lbs H&H solder

2 - Victolac No. 3 insulating paint W. R. S. Co. (qts)

1/4 - Galv. blk. eng. varnish C.S. 7 ready mixed

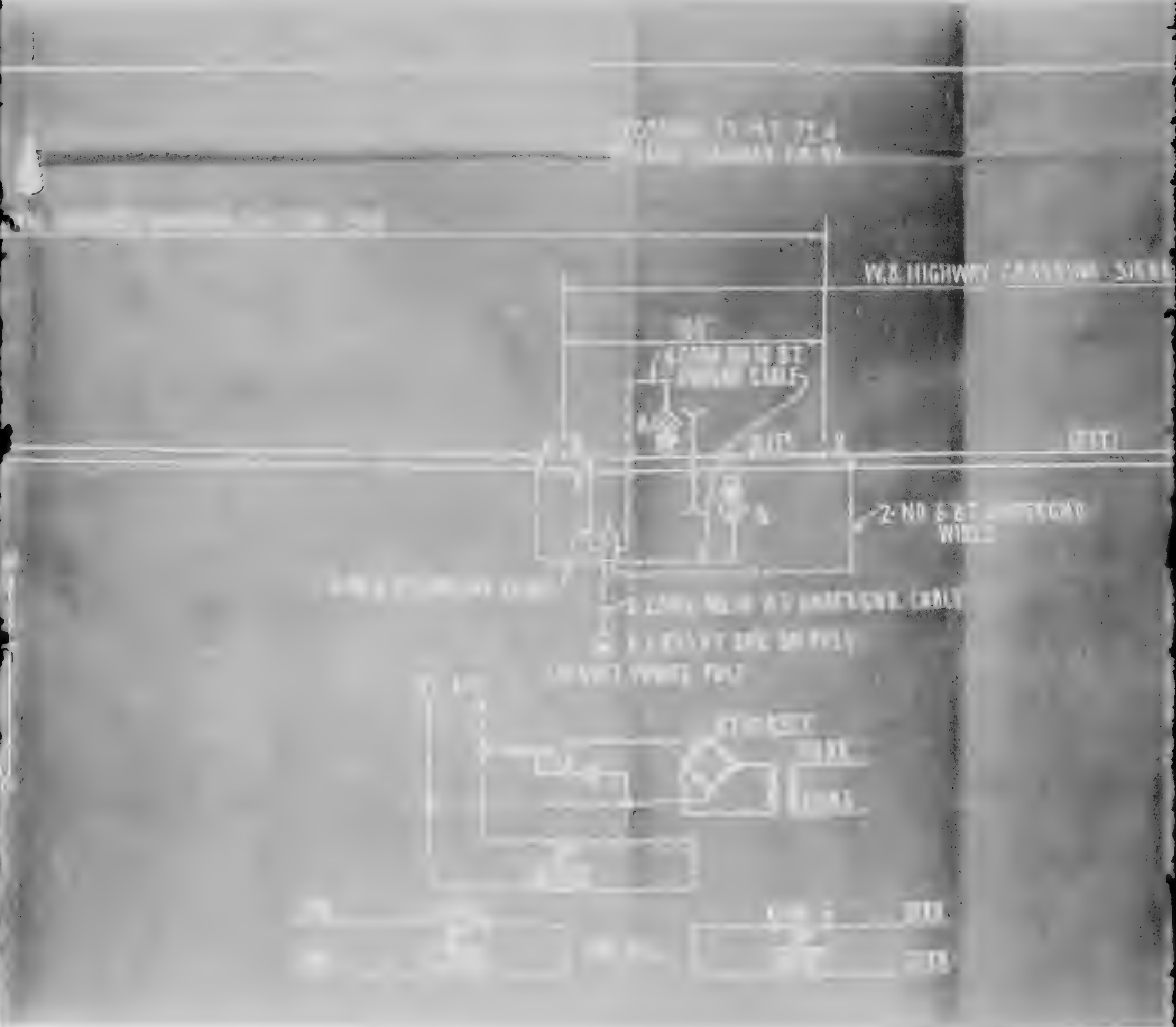
4 - Qts. aluminum paint C. S. 26

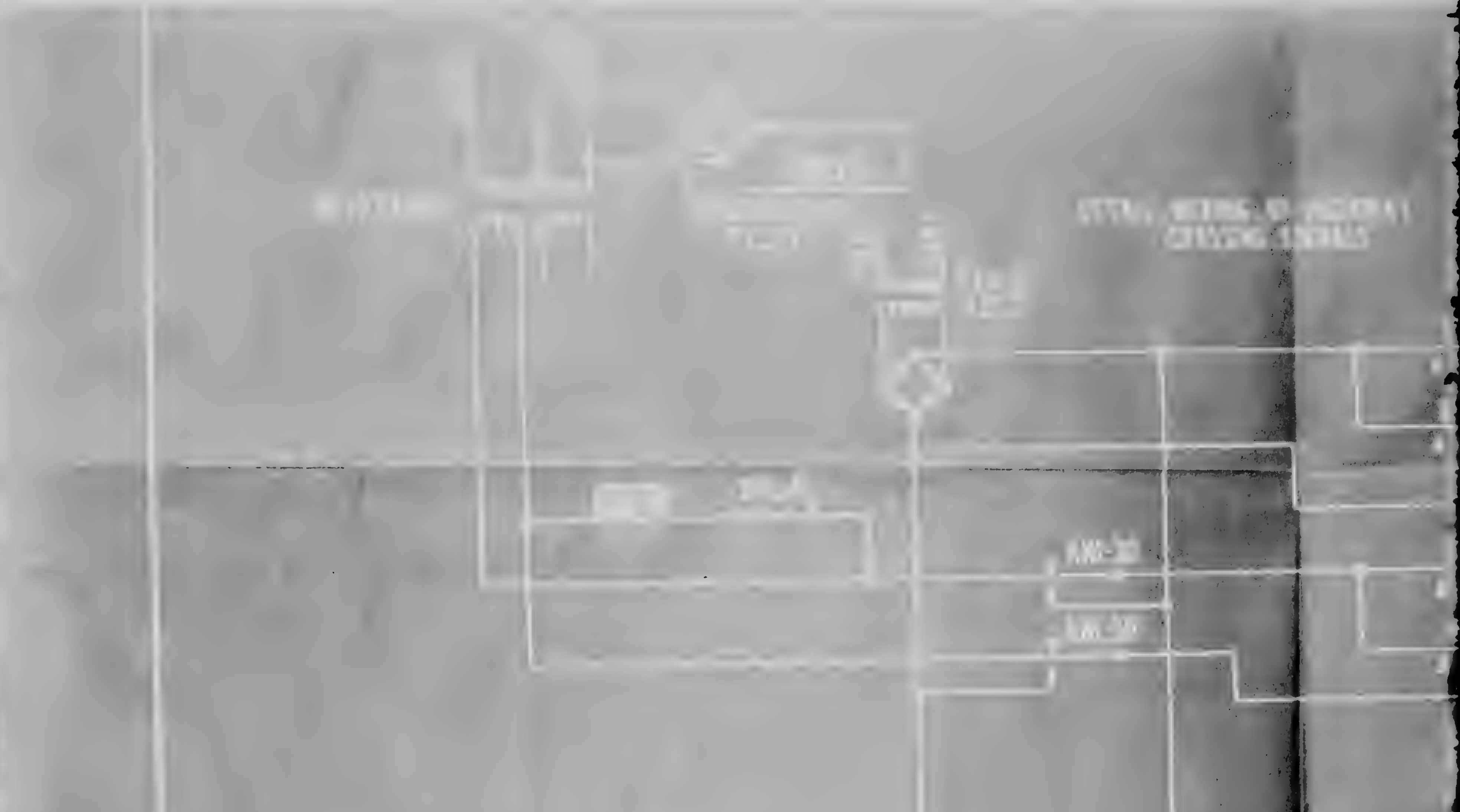
8 - Cont. ins. jts. for ARA 90 lb. rail

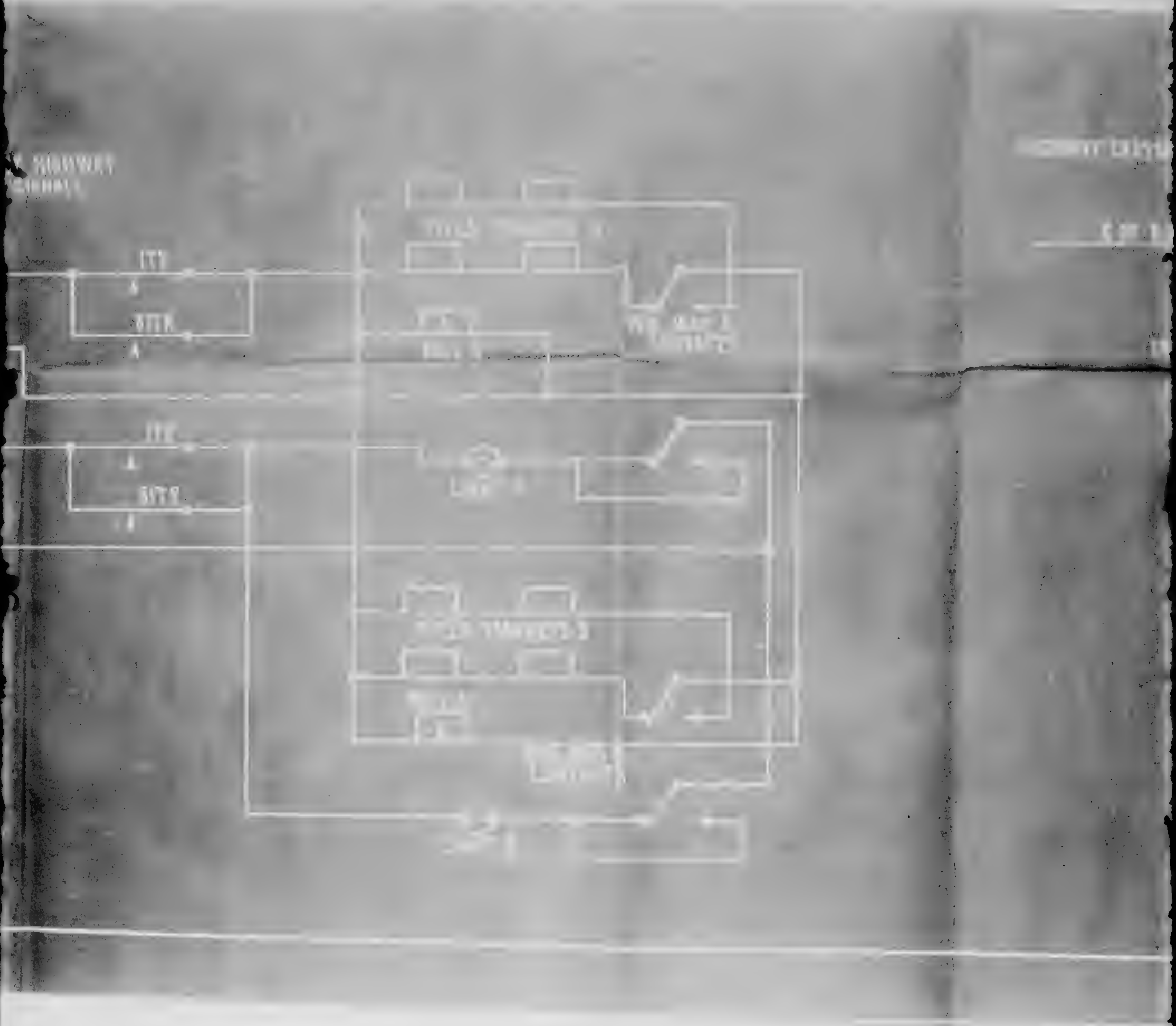
✓ 1 - RTA-21 Rectifier U. S.& S. Co. Ref.

4 - Pipe elbows for foundations Dwg. CS 354

Office of Chief Engineer - System
Omaha, Nebraska - August 7, 1935


W.B. HIGHWAY CROSSING SIGNAL
2-NO 6 BT UNDERGROUND WIRE


TYPICAL WIRING OF HIGHWAY
CROSSING SIGNALS


1TY
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HIGHWAY CROSSING SIGN
TRACK
INST. CASE
HIGHWAY CROSSING SIGN

LOCATION PLAN

O.W.R.& N. CO.

OFFICE OF CHIEF ENGR. SYSTEM OMAHA, NEBR.

LOSTINE - OREGON
WIRING DIAGRAM OF
HIGHWAY CROSSING SIGNALS

NO SCALE AUG 2 1935

DRAWN BY [illegible] CHECKED BY______ APPROVED______

B-3579.

CONTRACT# [redacted] 1929, SEE: CONTRACT# 1928

624

1929 SEE: Contract 1928

CONTRACT #1930

92-C Stewart Br.-Flat Cr. Sec., 1936
John Day Hwy.

1930

#1930

RECEIVED
OCT 11 1937
FOR FILING

92-C

October 11, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1930 for the construction of the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County has been completed by the contractor, Chas. H. Leonard, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $75,814.07, including the final payment. Of this amount $128.10 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 3-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING

92-C

September 20th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Herewith, letter from Alcye F. Moore of Dayville, complaining that the current was turned against their irrigation ditch and that it will most certainly be damaged this winter.

Please make an investigation and take the necessary steps to fix the same.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
SEP 1 [illegible] 1937
F[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 1 4 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

92-c

SEP 10 1937

Mr. R. H. Baldock,
State Hwy. Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 92-C, Stewart Bridge-Flat Creek Section, John Day Highway Grant County, was made by a representative of this office on August 21, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

#1930

RECEIVED
SEP 2 1937
FOR FILING
92-C

September 2, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. H. Leonard on Contract No. 1930 for the construction of the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County. This payment will be made on or after September 11, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R H BALDOCK

92-C

RECEIVED SEP 10 1937 FOR FILING

August 26th, 1937

Final Cost Analysis
John Day Highway, Stewart Bridge-Flat Creek Section
Contract 1930, Prefix 12-1103

Chas. H. Leonard, Contractor
R. E. Mollinet, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$586.50	100%			$2,000.00
Trench Excavation	906.54	1,102.8 cu. yd.	0.82	1.00	1,102.80
Common [illegible]"	28,429.61	73,259.1 cu. yd.	0.388	0.25	18,314.78
Solid Rock Excavation	17,742.67	21,789.6 cu. yd.	0.81	0.65	14,163.24
Overhaul	1,718.13	85,906.6 yd. sta.	0.02	0.02	1,718.13
Truck Haul	2,497.19	13,873.3 yd. mi.	0.18	0.18	2,497.19
Finishing Roadbed & Slopes	1,645.00	3.29 miles	500.00	300.00	987.00
Rounding Cutbanks	885.54	8,855.4 lin. ft.	0.10	0.10	885.54
6" Steel Water Pipe	220.40	160 lin. ft.	1.38	1.50	240.00
12" Corr. Iron Pipe	100.40	84 lin. ft.	1.20	1.50	126.00
18" " " "	277.40	146 lin. ft.	1.90	2.00	292.00
24" " " "	1,020.80	352 lin. ft.	2.90	3.00	1,056.00
36" " " "	904.40	170 lin. ft.	5.32	5.50	935.00
48" " " "	429.00	60 lin. ft.	7.15	8.00	480.00
12" Corr. Iron Siphon Pipe	102.00	60 lin. ft.	1.70	2.00	120.00
24" " " " "	374.00	110 lin. ft.	3.40	4.00	440.00
Salvaging Culvert Pipe	450.00	450 lin. ft.	1.00	1.00	450.00
Class "A" Concrete	398.20	13.34 cu. yd.	29.85	27.00	360.18
Class "D" Concrete	1,063.56	35.63 cu. yd.	29.85	27.00	962.01
Metal Reinforcement	275.81	4,596.93 lbs.	0.06	0.07	321.79
Selected Roadbed Topping	3,542.11	11,922 cu. yd.	0.30	0.30	3,576.60
Hauling " "	1,228.19	8,187.92 yd. mi.	0.15	0.12	982.55

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
* Crushed Gravel Surf.	$6,438.00	3,219 cu. yd.	2.00	2.00	$6,438.00
* Filler	325.50	651 cu. yd.	0.50	0.50	325.50
* Hauling Filler	207.94	10,39.7 yd. mi.	0.20	0.20	207.94
* Sprinkling	367.50	245 M-Gals.	1.50	1.50	367.50
* Preparation of Base	329.00	3.29 Miles	100.00	100.00	329.00
* Mineral Agg. In Place	5,634.50	1,910 cu. yd.	2.95	3.50	6,685.00
* No. 3 Road Oil in Place	6,039.36	167.76 Tons	36.00	36.00	6,039.36
* 3/4"-½" Cr. Gravel in Stpl.	616.55	456.7 cu. yd.	1.35	2.00	913.40
* ½"-¼" " " " "	667.71	494.6 cu. yd.	1.35	2.00	989.20
* Hauling " " Pile Meas.	67.30	480.7 yd. mi.	0.14	0.14	67.30
Screen Rejections	98.78	395.1 cu. yd.	0.25	0.25	98.78
	$85,589.39				$74,471.79

* Sub-Contracted

Total Cost	$85,589.39
Gross Revenue	74,471.79
Net Loss	$11,117.60

Net Loss Equals 14.9% of Gross Revenue

Detail of Cost

Labor:

Supervision	$1,760.90	
Labor	20,287.66	
State Industrial Accident Insurance	1,551.85	
Unemployment Insurance & Social Security	711.89	$24,312.50

Materials:

6" Steel Water Pipe	160 lin. ft.	at 0.90	144.88	
12" Corr. Iron Pipe	84 lin. ft.	at 0.98	82.40	
12" " " " Bands	2 each	at 1.22	1.72	
18" " " "	146 lin. ft.	at 1.40	204.98	
18" " " " "	8 each	at 2.08	16.64	
24" " " "	352 lin. ft.	at 2.20	772.99	
24" " " " "	19 each	at 2.59	49.21	
36" " " "	170 lin. ft.	at 4.32	734.40	
36" " " " "	6 each	at 4.11	24.66	
48" " " "	60 lin. ft.	at 5.85	351.00	
48" " " " "	2 each	at 5.53	11.06	
12" Corr. Iron Siphon Pipe	60 lin. ft.	at 1.18	75.06	
12" " " " " Bands	2 each	at 1.22	2.44	
24" " " " "	110 lin. ft.	at 2.68	295.02	
24" " " " " "	4 each	at 2.59	103.60	
Cement	80 bbls.	at 3.85	308.00	
Mineral Aggregate	70 cu. yd.	at 0.38	26.75	
Metal Reinforcement	4600 lbs.	at 0.0398	182.96	3,387.77

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	19,571.00	
Gas, Oil & Grease	5,944.14	
Explosives	2,125.00	
Small Tools, Supplies & Repairs	5,668.16	
Move In and Out	1,639.91	
Miscellaneous Overhead	561.18	
Bond 1% of Gross Revenue	537.79	
Home Office 1% of Gross Revenue	1,050.00	37,097.18

Sub-Contract to Saxton & Looney:

Crushed Gravel Surfacing	3219 cu. yd.	at 2.00	6,438.00	
Filler	651 cu. yd.	at 0.50	325.50	
Hauling Filler	1039.7 yd. mi.	at 0.14	207.94	
Sprinkling	245 M-Gal.	at 1.50	367.50	
Mineral Aggregate in Stp.	1910 cu. yd.	at 1.45	2,769.50	
3/4"-½" Cr. Gravel " "	456.7 cu. yd.	at 1.35	616.55	
½" - ¼" " " " "	494.6 cu. yd.	at 1.35	667.71	
Hauling " "	480.7 cu. yd.	at 0.14	67.30	
Screen Rejections	395.1 cu. yd.	at 0.25	98.78	11,558.78

Sub-Contract to Babler Bros.:

Preparation of Base	3.29 Miles at 100.00	$329.00	
Placing Mineral Agg.	1910 cu. yd. at 1.50	2,865.00	
No. 3 Road Oil in Place	167.76 tons at 36.00	6,039.36	
			$9,233.36
	Cost Grand Total		$35,589.39

Stewart Bridge-Flat Creek Section

REMARKS:

This contract was let on October 1st, 1936, but the contract was not awarded until October 29th, and finished July 12th, 1937. It consisted of the grading, surfacing and oiling of 3.29 miles of roadway.

The common excavation consisted mostly of gravel and a mixture of boulders and loose soil. An 18 cu. yd. LeTourneau scraper was brought in for the common, but this proved to be an error in judgment as there was very little material suitable for scrapers and especially for one of such large size. Dozers and a 1¼ cu. yd. shovel moved most of the material.

The solid excavation occurred in small and shallow cuts, and most of the material occupied areas adjacent to irrigation ditches and pipe lines and to an old county bridge. This made blasting very hazardous and difficult. A large amount of reshooting was necessary to get the cuts down to grade, and consequently increased the unit cost.

The job was handicapped by a number of adverse conditions. The winter and spring weather was far from ideal. Although traffic on this highway is comparatively light, trouble was experienced in seven places on this job where traffic interfered with operations. This was a shovel job almost entirely, and one shovel in good condition probably could have completed the grading work, in less time than was taken with the excessive amount of grading equipment that the contractor moved in. The equipment consisted of an 18 cu. yd. LeTourneau scraper, a 1¼ cu. yd. shovel, 2 RD 8 cats equipped with rear end dozers, a caterpillar motor patrol and 7-1½ ton trucks. The equipment lost a great deal of time due to breakdowns and this coupled with the continual shifting of equipment from one end of the job to the other, instead of finishing the work as they went along, tended to give a small production. The contractor used the dozers a great deal for the movement of excavation material, but judging from the work accomplished there is some doubt whether this was the most economical mode of operation.

The production of crushed rock and surfacing work was sub-let to Saxton & Looney, and the oiling work to Babler Bros.; both sub-contractors made a fair profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1937
FOR FILING
12-2

August 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

All work on the Stewart Bridge-Flat Creek Section of the John Day highway in Grant county was completed by Contractor Charles H. Leonard on July 12. The semi-final estimates that the total project authorizations have been overrun by approximately 1%, or a total of $1100. Upon completion of the final check, a request for the additional authorization will be submitted. The overrun is a result of an overrun in excavation, the reason for which will be explained herein.

Contract items in several instances showed a variance of more than 10% from the preliminary estimate, being as follows:

Trench excavation overran 203 yards by reason of failure to allow for trench excavation for the box culvert installed at station 463+05. The excavation for this box culvert required 187.5 cu.yd.

Common excavation shows an overrun of slightly more than 20%. The reason for this overrun, in so near as we can determine, is the result solely of a greater shrinkage than was estimated in preparing the preliminary plans. The contractor used heavy equipment on this work, the most of the common materials being moved with an 18 yard LeTourneau scraper. This equipment compacted the materials in excellent condition, but resulted in a high percentage.

Overhaul and truck haul items were necessarily increased due to the overrun in the excavation quantities.

Rounding of cutbanks showed a material underrun, which was caused by anticipating an earth overburden in some of the rock cuts, which did not develop and, therefore, the rounding in such cuts was eliminated.

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Variation in contract items, Stewart
Bridge-Flat Creek Section, John Day
Highway, Grant County.

Six inch Steel Water Pipe: In order to install the 6 inch water pipe in a manner satisfactory to the property owner, as stipulated in the right of way option agreement, it was necessary to increase the preliminary estimate amount.

Variations in culvert pipe, which, for the different sizes, showed in some instances overruns and in other instances underruns, was the result of numerous changes made in pipe sizes and lengths to better fit irrigation requirements of abuting property owners. These are matters which are sometimes difficult to work out in preparing the preliminary plans and, therefore, become subject to alteration during actual construction work. The pipe items as a whole show an underrun as compared to the preliminary estimate.

Class A Concrete was eliminated from the project due to elimination of siphon pipe, which, as heretofore explained, was done in order to better suit irrigation needs of property owners.

Class D.Concrete and metal reinforcing shows an underrun due to the change in the location of the box culvert, said new location fitting the channel as well as estimated location and effecting a considerable saving.

Selected roadbed topping shows an underrun due to a considerable amount of materials being encountered in the roadbed excavation of satisfactory grade and quality for topping materials. The haul of topping was thus equally decreased.

Filler haul shows an overrun due to the inability to find suitable pit near the middle of the job, requiring material to be hauled from a pit near one end.

Sprinkling underran due to rain during the construction of surfacing, eliminating the need of a great amount of sprinkling.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

92-C

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

You will note from the semi-final estimate on the Stewart Bridge Flat Creek project that the engineering cost is in excess of 6%. This overrun is occasioned by the length of time required by the contractor to construct the project, having been in operation from November 10, 1936 until July 12, 1937, a period of eight months.

During this time the contractor was working steadily, or attempting to work, and required the services of an engineering party. There was no other work nearby on which the engineering party could split their time and while the personnel of the party was held to the very minimum, we were unable to stay within the 6% limitation.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R.H. Baldock

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 20, 1937

In Reply Please
Refer to File No.

9-2-e

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

You will note from the semi-final estimate on the Stewart Bridge Flat Creek project that the engineering cost is in excess of 6%. This overrun is occasioned by the length of time required by the contractor to construct the project, having been in operation from November 10, 1936 until July 12, 1937, a period of eight months.

During this time the contractor was working steadily, or attempting to work, and required the services of an engineering party. There was no other work nearby on which the engineering party could split their time and while the personnel of the party was held to the very minimum, we were unable to stay within the 6% limitation.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R.H. Baldock

FORM 2-B-1 1M 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 23 1937
OREGON
COMMISSION

RECEIVED
AUG 24 1937
FOR FILING
92-C

August 20, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. Charles Leonard
Albany, Oregon

Dear Sir:

On Wednesday, August 18, I rechecked classification on your Stewart Bridge-Flat Creek grading project and I am unable to justify any change in the classification as previously determined. I have closely noted your estimated percentages between the various stations and that in most instances they are very close to the classification I placed thereon, with the exception of the cut between station 458 to 468. On this section you show 20% rock, making a total of 2369 yards of rock excavation, whereas my classification shows only 5%, with the resulting difference of 1620 yards.

I inspected this cut very closely and I also observed actual work several times in this particular cut on inspection trips. The material was heavily mixed with gravel and large boulders, but a very small percentage of the boulders were of sufficient size to be included within the rock classification. In order to be classed as rock, the boulders must contain at least one-half cubic yard volume.

As previously advised, I went over the work carefully with Resident Engineer Mollinet and raised his classification some 3000 yards and I must advise that this, insofar as my opinion is concerned, must stand as the final classification. The final estimate as being submitted shows 21,790 cubic yards of rock, which is approximately 2600 cubic yards under your estimate.

Very truly yours

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
H. G. Smith
R. E. Mollinet

FORM ... 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 24 1937
FOR FILING
92-C

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. R. G. Smith, Construction Engineer

Dear Sir:

Under date of August 10 I submitted to you estimate No. 9 on the Stewart Bridge-Flat Creek section with the advice that this estimate was in reality a semi-final estimate, but was not being submitted as such pending a recheck of classification and receipt of a price agreement covering cement adjustment from Mr. Leonard.

I invited Mr. Leonard to recheck the classification with me, but he has not been able to do so, so I personally again went over the classification and could find no justification for any change therein.

For this reason, I am submitting to you by express semi-final records on the project in order that checking may proceed without further delay, as the job has now been completed some six weeks.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

CC R. H. Baldock
~~J. W. McCallister~~

FORM 9-12-1 1M 5-37

Commissioners

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 11 1937
FOR FILING

92-C

August 10, 1937

Mr. R. H. Baldock
Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting, as a regular monthly estimate, estimate number 9 on the Stewart Bridge-Flat Creek section. This is in reality the semi-final, but we are withholding the submission of a semi-final estimate pending a review of the classification, as requested by Mr. Leonard and pending the receipt of a price agreement covering cement adjustment.

I will arrange to review the classification with Mr. Leonard if he still desires to review the same.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ cc R. H. Baldock

Form [illegible]

92-C

O[illegible]N STATE HIGHWAY COMMIS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

FINAL REPORT

For Week Ending August 7, 1937

Section Stewart Bridge - Flat Creek

Kind of work Grading, Surfacing & Oiling

Highway John Day

Section prefix 12 - 1103

Contractor Chas. H. Leonard

Contract number 1920

Date of contract October 29, 1936

Date of completion July 31, 1937

Date work started November 10, 1936

Estimated date of completion July 12, 1937

Amount of contract $72,151.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $75275.58

Per cent of contract completed, based on total contract price 104⅓ %

Engineering costs to date $5500.00, %.

Date project was completed July 12, 1937

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Illness of H. I. Hetrick Aug. 4th to 6th delayed the completion of the semi-final estimate. This is being completed today and will be in the Division Office Monday morning, Aug. 9th.

R. E. Mollinet

R. E. Mollinet
Resident Engineer

NOTED
RAY WEBB

RECEIVED
AUG - 1937

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[illegible]
Commissioners

	GRADING	SURFACING	A[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 3-M-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUL 26 1937
FOR FILING
92-C

NOTED
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO.

July 23, 1937.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing herewith price agreement #1 on the Stewart Bridge-Flat Creek section of the John Day Highway in Grant county.

The contractor was unable to secure small enough cars for the correct amount of road oil, and as he offered to barrel the oil for an amount not in excess of what it would cost if done by State forces he was permitted to barrel the oil in State drums.

Additional authorization in the amount of $779.79 will be required but this amount will be charged to maintenance and credited against the construction department.

Very truly yours

W C Williams

Division Engineer

WCW v

Incls.

NOTED
State Highway Engineer

cc Mr. Baldock

FORM 9-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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JUL 13 1937
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July 8, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith extra work order #2 on the Stewart Bridge-Flat Creek Section of the John Day Highway. This order is in the amount of only $20. This work had to be classed as extra work as it consisted of reshaping superelevation and grade to improve the connection with the existing highway at the east end of the Stewart Bridge-Flat Creek Section.

When the approach was first graded, it was contemplated that the adjoining section would be constructed in the near future and the approach was not made on a permanent basis. When it was decided to light oil the section eastward, it appeared that several years might elapse before reconstruction would take place, so it was necessary to improve or make more permanent the connection.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

NOTED

92-C

RECEIVED
JUL 1937
FOR FILING

CHARLES H. LEONARD
COUNTY ENGINEER
LINN COUNTY
ALBANY, OREGON

June 29, 1937.

RECEIVED
JUN 30 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Commission,
Salen, Ore.

RECEIVED
JUN 30 1937
LEGAL DEPT

Dear Sir:

NOTED
J. M. D.

Replying to your letter of June 28th in regard to the Stewart Bridge on the John Day Highway.

This bridge is worthless as far as being of any use.

I sent a check to Grant Co. for the amount stated in a statement from their Co. Engineer. This check was mailed June 26th from Sisters, Oregon.

Very truly yours,

Chas. H. Leonard

REFERRED TO Mr Devers
BY SECRETARY
note & return to files
HBG

NOTED
H B GLAISYER

RECEIVED
JUN 30 1937
FOR FILING
92-e

June 28, 1937

Mr. Charles H. Leonard
Albany
Oregon

Dear Sir:

Information has been received in this office to the effect that, in connection with your contract No. 1930, Stewart Bridge-Flat Creek Section of the John Day Highway, in Grant County, you damaged one of the county bridges located at a point approximately eight miles east of Dayville, across the John Day River.

The County Engineer advises that your superintendent refused to make the necessary repairs to this bridge but he offered to reimburse the county to the extent of $200 for the damage done.

Will you kindly advise us your intentions in regard to this matter?

Very truly yours,

Secretary

[illegible]

ISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 25, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,

Office.

Dear Sir:

The County Engineer of Grant County, L. E. Lucas, has made complaint to this department that contractor Chas. H. Leonard, in connection with work under contract No. 1930, damaged a county bridge located about eight miles east of Dayville across the John Day River. Mr. Lucas says that the superintendent for the contractor, Mr. Driver, refused to repair the damage, but offered to reimburse the county to the extent of $200 for the damage.

The county accepted the offer and repaired the bridge, but it appears now the contractor is slow about paying and the County Engineer asks the assistance of the Highway Department in bringing about a settlement. I think that it would be well for the engineering department to call to the contractor's attention this claim and insist that it be paid.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

cc L. E. Lucas
H. G. Smith
Carl Smith

Referred to HBGlaisyer

RECEIVED
JUN 3 1937
FOR FILING
92-C

June 1st, 1937

Mr. John Livoise
Dayville, Oregon

Dear Sir:

Your letter concerning delays in construction of the irrigation ditches on the Stewart Bridge-Flat Creek Section has been noted. I have asked Division Engineer Williams to discuss the matter with you personally.

Very truly yours,

State Highway Engineer

R

RECEIVED
MAY 27 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 28 1937

Dayville, Oregon
May 25, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I live on the Stewart Bridge-Flat Creek Section of the JOhn Day Highway which is now under construction by the Leonard Construction Co, with W. Driver as superintendent. The resident engineer on this job is R. E. Mollinett with H. Hettrick as assistant. Before I set forth to you my complaints may I say that my dealings with Mr. Driver and Mr. Hettrick have been of the highest order of satisfaction, but Mr. Mollinett--well--.

I. An approach pipe to take irrigation water to my apple orchard is not yet put in, although I have asked the engineer for it time and again, but to no avail. As you well know an orchard must have water or it will suffer irreparable damage--I'm asking that you look into this matter immediately and get some action on it.

II. At the end of the channel change (in the river) the current now hits quite strongly on my side. Mr. Mollinett promised me he would extend a line of rock along the bank. These rock have never been put in and I'm sure that he had no intention of so doing--just another line of bull. Mollinett had the Construction Co. put a bulldozer in the river to lower the channel in order to drain out the old river bed, this, he claimed, was so that there would be no "stink hole" close to our house. The hole was to be filled in later. The only result of this "wild idea" was that our ford was ruined and the "stink hole" is a big as ever. Now Mollinett says he has no intention of filling this hole in! Clever, ain't it--or just plain rotten--which?

III. Our irrigation ditch,(I say "our"--there are three parties interested--Wayne Stewart(Stewart Livestock Co), D. MacLennan and myself) has been a source of a good deal of trouble. Construction of the road has recessitated some new fills in the ditch, and these fills may I state were made of very undesirable material which has caused the ditch to wash out and of course

REFERRED TO
H G Smith
By State Highway Engineer

Please prepare reply

to be built over. False economy, I say--or must an engineer be given leeway for experimentation? Further on down the ditch, and it is this point that I wish to stress particularly, a diversion channel was cut through my place for a waterspout creek, also cutting the ditch. This involved right-of-way, but I did not ask remuneration provided my ditch was given protection. Mollinett had a pipe put across the cut, and what a sight for sore eyes! Of course the pipe washed out! When I went to him to have this repaired, he sneeringly replied, "My responsibility of the pipe ceased when it was put in." From the looks of the job, it is no wonder he disclaimed it. He finally agreed to have a man help me fix the break, and when it was fixed to suit me he would then turn the ditch over to me. Does that sound like his responsibility had ended when the pipe was first put in place? I assume from my contract with the Commission, when the right-of-way was sold, that irrigation would not be disrupted and ditches would be put back in as good or better condition as when found. Do I then have to accept an undesirable piece of work and put in my own time on my own ditch just because your resident engineer wants to give me a bum deal and horse laugh in the bargain? I think not. If I must, then I will expect this right-of-way involved to be paid for. It might be interesting to know that he kept me waiting for more than two weeks after I was ready for the water, and on this account I have sustained a crop loss. I'm trying to get along the best I can and am willing to cooperate to anything within reason, but then enough is plenty!

I'm sure I'm not alone in voicing complaint against this man Mollinett as all the farmers along this piece of construction have been dealt misery through his false economy measures. Why do a job over two or three times, when it can be done right once? I've had no intention of reporting him, although he needed it, until he tried to hand me some of his applesaude concerning the ditch and then that was all I could stand.

May I hear from you at your earliest convenience, and if you care to inquire about my homesty and character, you may write to any county official of this county and also to the president of the Grant County Bank, John Day, Oregon and I might include Mr. Driver, superintendent of this construction work--I have found him to fair and square in all his dealings with me.

Yours truly,

John Liveira

JPB:J

FORM S-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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May 29th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Herewith, letter from John Liveira of Dayville, who is complaining about conditions on the Stewart Bridge-Flat Creek Section.

Will you kindly investigate the complaint and take such steps as you deem necessary to stabilize the irrigation ditches and get the property owners sufficient water for the crops.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

MISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
LDRICH, PENDLETON
OU VELLE, JACKSONVILLE

GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 20 1937
FOR FILING
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May 15, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Highway Engineer

RECEIVED
MAY 17 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith for your approval Extra Work order number one on the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County. This work order, in the amount of $100, covers alterations or additions to irrigation ditches and diversion boxes, which were not included in the original contract.

Additional project authorization will not be required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA
enc.

cc R. H. Baldock ✓

FORM 3-H-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

NOTED
State Highway Engineer

RECEIVED
MAY 20 1937
FOR FILING
92-C

May 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to your letter of May 4 concerning complaint of Wayne Stewart of Dayville about the manner in which contractor is conducting construction operations on the Stewart Bridge-Flat Creek Section of the John Day Highway.

Wish to advise that, to my knowledge, there has been no interference with irrigation along the project, as the ditches have been ready for any irrigation when required. I enclose copy of a letter addressed to Mr. Stewart by the contractor advising of the ditch situation.

As to the repair of the bridge mentioned in Mr. Stewart's letter to Henry F. Cabell, wish to advise that arrangements have been effected between the County Court and the contractor for the repair of this bridge as per information set forth in the letter addressed to Resident Engineer Mollinet by the contractor's superintendent, a copy of which letter is also attached hereto.

This complaint of Mr. Stewart's is more or less of a personal nature, as he and the contractor have had difficulties and for this reason, too much importance should not be attached to Mr. Stewart's complaints.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
MAY 6 1937
FOR FILING
92-C

OREGON STATE HIGHWAY COMMISSION

May 4, 1937.

Mr. Wayne C. Stewart,
Stewart Livestock Company,
Dayville, Ore.

Dear Sir:

Reference is being made to yours of April 27th, to Mr. Cabell, Chairman State Highway Commission, relative to conditions caused by the construction work on the Stewart Bridge-Flat Creek Section of the John Day Highway.

This matter has been referred to the Division Engineer to make immediate inspection and take such action as is necessary to satisfactorily remedy the situation.

We are very sorry that your company has been caused any unnecessary inconvenience.

As requested, we are returning herewith Mr. Mollinett's letter for your records.

Yours very truly,

R.H. BALDOCK,
STATE HIGHWAY ENGINEER.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 4, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Attached is copy of correspondence from Mr. Wayne C. Stewart, of the Stewart Live Stock Company, Dayville, regarding closing of road serving two of their ranches, caused by construction work on the Stewart Bridge-Flat Creek Section of the John Day Highway. You will note that reference is also made to delay in taking care of the irrigation situation.

Will you please investigate and take such action as is necessary to satisfactorily remedy the situation.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock
R. E. Mollinet

Baldock

Would you [illegible]

[illegible]

stock Company
ORATED
, Oregon

1937

April 27th. 1937.

mission,

I am enclosing a copy of my letter to your
eer which is self explanitory. A county road
of our ranches has been closed for about
nd your local engineer has made an earnest
ave the contractors open a way out but without

The irrigation season clause in the Leonard
s been totally disregarded and some of the
nches will suffer considerable unnecessary
loss.

We are told that we have recourse thru a suit but I do not believe your department would expect ranchers to have to resort to law to secure their obvious rights.

Will you please look into this contract and see why some immediate action should not be taken in this matter and why some action has not been taken before.

Will be glad to have you and our mutual friend, Abbot Mills, stop at the ranch again sometime when you are passing thru.

With best personal regards,

Wayne C. Stewart.

1937

REFERRED TO
Mr Smith
[illegible] State Highway Engineer

Please prepare a
reply for me.

uart Livestock Company
INCORPORATED
Dayville, Oregon

April 27th. 1937.

Cabell,
e Highway Commission,
regon.

ell;

I am enclosing a copy of my letter to your
eer which is self explanitory. A county road
of our ranches has been closed for about
nd your local engineer has made an earnest
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The irrigation season clause in the Leonard
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We are told that we have recourse thru a suit but I do not believe your department would expect ranchers to have to resort to law to secure their obvious rights.

Will you please look into this contract and see why some immediate action should not be taken in this matter and why some action has not been taken before.

Will be glad to have you and our mutual friend, Abbot Mills, step at the ranch again sometime when you are passing thru.

With best personal regards,

Wayne C. Stewart.

[illegible] 1937

Stewart Livestock Company
INCORPORATED
Dayville, Oregon

April 27th. 1937.

Mr.Henry F.Cabell,
Oregon State Highway Commission,
Portland, Oregon.

Dear Mr.Cabell;

I am enclosing a copy of my letter to your local engineer which is self explanitory. A county road serving two of our ranches has been closed for about six weeks and your local engineer has made an earnest effort to have the contractors open a way out but without avail.

The irrigation season clause in the Leonard contract has been totally disregarded and some of the effected ranches will suffer considerable unnecessary damage and loss.

We are told that we have recourse thru a suit but I do not believe your department would expect ranchers to have to resort to law to secure their obvious rights.

Will you please look into this contract and see why some immediate action should not be taken in this matter and why some action has not been taken before.

Will be glad to have you and our mutual friend,Abbot Mills,stop at the ranch again sometime when you are passing thru.

With best personal regards,

Wayne C. Stewart.

[illegible] 1937

April 27th. 1937.

Mr.R.E.Mollinet,
Resident Engineer,
Dayville, Oregon.

Dear Sir: I have your letter of April 15th. 1937 wherein you call the attention of Mr.Chas H. Leonard to the condition which exists due to their obstruction of the county bridge and county road at station 577-40 about six miles east of Dayville on the John Day highway. Our ranches and range land in that locality have now been cut off from a reasonable route to the highway for about six weeks and it now becomes apparent that no reasonable attempt is being made to connect us with the highway system in any manney comparable to the route we formerly enjoyed before the contractors destroyed the usefulness of the bridge. We have recently asked that another route be opened up which would require about one days work with the small caterpiller. So far nothing has been done and we are beginning to believe that nothing will be done. I want this done immediately.

Our irrigation season is officially open here April 15th. and our contract states that during the entire irrigating season ditches shall be kept in full operation and efficiency. I call your attention to the fact that this part of the contract has not been complied with and the following ranches are without water as a result: H.D.Stewart, Stewart Livestock Companys' Thorp Ranch. Dollie Mc Lennon ranch and Livera ranch. There is new ditch construction affecting all these places and the banks of this new construction should be allowed a settling period before an irrigation head is turned on.

I request therefore that water be supplied at once for our lands in this district.

Respectfully,

Stewart Livestock Co.

By: Wayne C. Stewart

Copy to: Henry F.Cabell.

RECEIVED MAY 17 1937 FOR FILING

92-C

Baldock

May 1st, 1937

NOTED State Highway Engineer

Cost Analysis to April 10th, 1937
John Day Highway, Stewart Bridge-Flat Creek Section
Contract 1930, Prefix 12-1103

Chas. H. Leonard, Contractor
R. E. Mollinet, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 537.03	100%			$ 2,000.00
Trench Excavation	561.48	598 Cu. Yd.	0.94	1.00	598.00
Common Excavation	20,393.03	54,320 Cu. Yd.	0.37	0.25	13,580.00
Solid Rock Excavation	10,533.30	12,200 Cu. Yd.	0.86	0.65	7,930.00
Overhaul	1,198.40	59,920 Cu. Yd.	0.02	0.02	1,198.40
Truck Haul	774.36	4,302 Yd. Mi.	0.18	0.18	774.36
Rounding Cutbanks	323.50	3,235 Lin. Ft.	0.10	0.10	323.50
12" Corr. Iron Pipe	111.56	84 Lin. Ft.	1.33	1.50	126.00
18" " " "	265.92	132 Lin. Ft.	2.01	2.00	264.00
24" " " "	876.64	306 Lin. Ft.	2.86	3.00	918.00
36" " " "	706.85	130 Lin. Ft.	5.44	5.50	715.00
48" " " "	460.42	60 Lin. Ft.	7.67	8.00	480.00
12" Corr. Iron Siphon Pipe	115.20	60 Lin. Ft.	1.92	2.00	120.00
Salvaging Culvert Pipe	376.00	376 Lin. Ft.	1.00	1.00	376.00
Class "A" Concrete	182.37	6.13 Cu. Yd.	29.75	27.00	165.51
Class "D" "	1,045.70	35 Cu. Yd.	29.75	27.00	945.00
Metal Reinforcing	257.60	4,441 Lbs.	0.06	0.07	310.87
	$ 38,719.36				$ 30,824.67

Total Cost	$38,719.36
Gross Earned	30,824.67
Net Loss	$7,894.69

Net Loss Equals 26% of Gross Earned

Detail of Cost

Labor:

Supervision		$1,244.70	
Labor		11,450.51	
State Industrial Accident Insurance		825.18	
State Unemployment Insurance		221.54	
Old Age Benefit		94.59	$13,836.52

Materials:

12" Corr. Iron Pipe	84 lin. ft. at 1.09	91.56	
12" " " " Bands	2 each at 1.36	2.72	
18" " " "	132 lin. ft. at 1.56	205.92	
18" " " " "	5 each at 2.31	11.55	
24" " " "	306 lin. ft. at 2.44	746.64	
24" " " " "	11 each at 2.88	31.68	
36" " " "	130 lin. ft. at 4.80	624.00	
36" " " " "	5 each at 4.57	22.85	
48" " " "	60 lin. ft. at 6.50	390.00	
48" " " " "	3 each at 6.14	18.42	
12" Corr. Iron Siphon Pipe	60 lin. ft. at 1.39	83.40	
12" " " " Bands	2 each at 1.36	2.72	
Cement	63 Bbls. at 3.85	242.55	
Mineral Aggregate	28 cu. yd. at 0.25	7.00	
" "	32 cu. yd. at 0.50	16.00	
Metal Reinforcement	4441 Lbs. at 0.0398	176.75	2,673.76

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	12,392.50	
Gas, Oil & Grease	3,876.48	
Explosives	1,659.75	
Small Tools, Supplies & Misc.	2,074.38	
Move In (70%)	1,085.16	
Freight	327.10	
Miscellaneous Overhead	177.21	
Bond 1% of Gross Revenue	308.25	
Home Office & General Overhead 1% of Gross Revenue	308.25	22,209.08
Cost Grand Total		$ 38,719.36

Stewart Bridge-Flat Creek Section

REMARKS:

This contract was let Oct. 1, 1936, and awarded Oct. 29th; work was started Nov. 10th. It consists of the grading, surfacing and oiling of 3.29 miles of roadway. Up to April 10th, 1937, the contract was 40% completed.

About 66,250 cu. yds. of excavation has been moved to date. The common material consisted mostly of gravel and a mixture of boulders and loose soil. The equipment used to move the common consisted of two RD-8 cats equipped with rear end dozers, an 18 cu. yd. LeTourneau scraper and a 1¼ cu. yd. shovel and trucks. There was very little suitable scraper material, and it was a mistake to bring in a scraper, especially one of such huge size. An extra cat was used to help load it.

The solid excavation occurred in small and shallow cuts. Most of the material occupied areas adjacent to irrigation ditches and pipe lines and to an old county bridge. This made blasting very hazardous and difficult. The rock was very hard and an excessive number of drill bits were required.

The job has operated under a number of adverse conditions. The winter and spring weather was far from ideal. Although traffic on this highway is comparatively light, trouble was experienced in seven places on this job where traffic interfered with operations. This was a shovel job almost entirely, and one shovel in good condition should have completed, the grading work, in less time than has been taken with the present excessive equipment, and at a lower cost. The equipment has been down a good percent of the time, and this coupled with the shifting of the equipment around a lot has tended to give a small production.

The job shows a large loss at present. As the grading is nearly completed and the contractor has a fairly good price on the surfacing work, the present net loss should diminish a little at completion.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM [illegible]

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 21 1937
FOR FILING
92-C

April 20, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The sub-contract between Chas. E. Leonard and Saxton and Looney and Risley, for the crushing of the surfacing and oil rock on the Stewart Bridge-Flat Creek Section of the John Day Highway, meets the approval of this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
E.

CC to
R.H. Baldock

FORM 5-H-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, Secr

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
RECEIVED
APR 22 1937
FOR FILING

92-e

RECEIVED
APR 19 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

April 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith for your files two copies of subcontract for which approval has been requested by Charles H. Leonard, Contractor on the Stewart Bridge-Flat Creek Section of the John Day Highway.

Mr. Loenard wishes to sublet the crushing of surfacing and oil rock to Saxton, Looney and Risley. I recommend the approval of the subcontract and if you will advise us your approval, the contracting party will be notified.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:mA
enc.

cc R. H. Baldock

RECEIVED
FEB 23 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon FAP No. 92-C
Stewart Bridge-Flat
Creek Section

February 17, 1937

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fcon

Axp. 30325

Form P. R. 2

State Oregon

Project No. 98-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of January, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of January, 1923, a project statement, which was approved by the Secretary on the 21st day of March, 1923, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-six thousand, nine hundred eighty and no/100 dollars ($46,980.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 406+00, in the SW¼ of section 3 of T. 13S., R.27E., W.M., the east end of section B of said project and ending at survey station 584+80, in the SW¼ of section 7 of T. 13S., R.28E., W.M.

, length 3.289 miles, in Grant County,

being Section C of Oregon project No. 92, consisting of

3.289 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,* [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of forty-six thousand, nine hundred eighty and no/100 dollars ($46,980.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-seven thousand, twelve and no/100 dollars ($77,012.00), the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of January, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 92-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $77,012.00 as the total estimated cost of said project, and the sum of $46,980.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27 day of January one thousand nine hundred and thirty seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4630

RECEIVED
DEC 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP No. 92-C
Stewart Bridge-Flat Creek Section
of John Day Hwy.

December 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

do

FORM 401 P. 4-36 10M

RECEIVED
DEC 22 1936

#1930

×

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

92-C

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9521

December 4, 1936

RECEIVED
DEC 5 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: CHAS. H. LEONARD
Albany, Oregon

We attach herewith a partially completed form in connection with a contract recently awarded Mr. Chas. H. Leonard for grading, surfacing and oiling the road from Stewart Bridge to Flat Creek in Grant County.

We will appreciate your supplying the information necessary to complete the attached form and for your convenience enclose herewith a business reply envelope.

Thanking you kindly, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B

RECEIVED
DEC 4 1936
FOR FILING

92-e

December 3, 1936

Mr. Charles H. Leonard
[illegible]
Albany, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1930 awarded to you on October 29, 1936, for grading, surfacing and oiling on the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

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NOV 30 1936
FOR FILING
92-C

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Stewart Bridge-Flat Creek Section, F. A. Project No. 92-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. H. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 92-C

STEWART BRIDGE-FLAT CREEK SECTION
OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

All Required		Clearing and Grubbing		$ 2,000.00
900	cu. yds.	Trench Excavation	$ 1.00	900.00
60,000	cu. yds.	Common Excavation	0.25	15,000.00
20,000	cu. yds.	Solid Rock Excavation	0.65	13,000.00
71,000	yd. sta.	Overhaul	0.02	1,420.00
10,500	yd. mi.	Truck Haul	0.18	1,890.00
3.29	miles	Finishing Roadbed and Slopes	300.00	987.00
12,000	lin. ft.	Rounding Cutbanks	0.10	1,200.00
80	lin. ft.	6" Steel Water Pipe	1.50	120.00
220	lin. ft.	12" Corr. Iron Pipe	1.50	330.00
100	lin. ft.	18" Corr. Iron Pipe	2.00	200.00
390	lin. ft.	24" Corr. Iron Pipe	3.00	1,170.00
130	lin. ft.	36" Corr. Iron Pipe	5.50	715.00
80	lin. ft.	48" Corr. Iron Pipe	8.00	640.00
130	lin. ft.	12" Corr. Iron Siphon Pipe	2.00	260.00
120	lin. ft.	24" Corr. Iron Siphon Pipe	4.00	480.00
270	lin. ft.	Salvaging Culvert Pipe	1.00	270.00
26	cu. yds.	Class "A" Concrete	27.00	702.00
54	cu. yds.	Class "D" Concrete	27.00	1,458.00
7,000	lbs.	Metal Reinforcement	0.07	490.00
14,000	cu. yds.	Selected Roadbed Topping	0.30	4,200.00
12,000	cu. yds.	Hauling Roadbed Topping	0.12	1,440.00
3,300	cu. yds.	Crushed Gravel Surfacing	2.00	6,600.00
600	cu. yds.	Filler	0.50	300.00
600	yd. mi.	Hauling Filler	0.20	120.00
440	M-Gal.	Sprinkling	1.50	660.00
3.29	miles	Preparation of Base	100.00	329.00
1,900	cu. yds.	Mineral Aggregate in Place	3.50	6,650.00
180	tons	No. 3 Oil in Place	36.00	6,480.00
			Subtotal	$ 70,011
			10% Engr. & Cont.	7,001
			Total	$ 77,012

Length	3.289 miles
Cost per mile	$ 23,415

Federal Aid Funds Requested- -	$ 46,980 (61%)
State Funds- -	30,032
	$ 77,012

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Cross Referenced To

40-D

92-e

RECEIVED
OCT 30 1936
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(58)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1936 OCT 29 PM 3 03

PRL66 45 GOVT=PORTLAND ORG 29 241P

R H BALDOCK=

STATE HIGHWAY ENGINEER

REURTEL TODAY THIS IS TO CONCUR IN AWARD OF FOLLOWING CONTRACTS THIS DATE FAP NINETY TWO C TO CHAS H LEONARD SECOND LOW BIDDER FAP FORTY D ROADWAY TO CONSOLIDATED HICHWAY COMPANY INC LOW BIDDER AND FAP FORTY D BRIDGES TO TOM LILLEBO LOW BIDDER=

CAUFIELD=

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 29, 1936

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

RIGHTS OF WAY MATTERS HAVING BEEN CLEARED COMMISSION DESIRES AWARD CONTRACTS TODAY AS FOLLOWS ROCK CREEK WALLOWA GRADING AND SURFACING TO CONSOLIDATED HIGHWAY COMPANY STOP ROCK CREEK AND WALLOWA BRIDGES TO TOM LILLEBO STOP STEWART BRIDGE FLAT CREEK GRADING AND SURFACING TO CHAS. H. LEONARD STOP DO YOU CONCUR

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

x

72-C

1217-M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
OCT 30 1936
FOR FILING

SALEM OREGON
OCTOBER 29 1936

CHARLES H LEONARD

ALBANY OREGON

THE STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU THE CONTRACT FOR REGRADING SURFACING AND OIL MAT SURFACE TREATMENT OF THE STEWART BRIDGE FLAT CREEK SECTION IN GRANT COUNTY BASED ON YOUR BID SUBMITTED OCTOBER FIRST

H B GLAISYER

(File)

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED
NOV 30 1936
FOR FILING

92-C

September 11, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Stewart Bridge-Flat Creek Section, F. A. Project No. 92-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 92-C

STEWART BRIDGE-FLAT CREEK SECTION
OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 11, 1936

All Required		Clearing and Grubbing		$ 500.00
900	cu. yds.	Trench Excavation	$ 1.00	900.00
60,000	cu. yds.	Common Excavation	0.23	13,800.00
20,000	cu. yds.	Solid Rock Excavation	0.70	14,000.00
71,000	yd. sta.	Overhaul	0.015	1,065.00
10,500	yd. mi.	Truck Haul	0.15	1,575.00
3.29	miles	Finishing Roadbed and Slopes	300.00	987.00
12,000	lin. ft.	Rounding Cutbanks	0.08	960.00
80	lin. ft.	6" Steel Water Pipe	1.30	104.00
220	lin. ft.	12" Corr. Iron Pipe	1.50	330.00
100	lin. ft.	18" Corr. Iron Pipe	2.50	250.00
390	lin. ft.	24" Corr. Iron Pipe	3.50	1,365.00
130	lin. ft.	36" Corr. Iron Pipe	5.50	715.00
80	lin. ft.	48" Corr. Iron Pipe	8.50	680.00
130	lin. ft.	12" Corr. Iron Siphon Pipe	1.80	234.00
120	lin. ft.	24" Corr. Iron Siphon Pipe	3.80	456.00
270	lin. ft.	Salvaging Culvert Pipe	1.00	270.00
26	cu. yds.	Class "A" Concrete	30.00	780.00
54	cu. yds.	Class "D" Concrete	30.00	1,620.00
7,000	lbs.	Metal Reinforcement	0.06	420.00
14,000	cu. yds.	Selected Roadbed Topping	0.30	4,200.00
12,000	cu. yds.	Hauling Roadbed Topping	0.12	1,440.00
3,300	cu. yds.	Crushed Gravel Surfacing	1.60	5,280.00
600	cu. yds.	Filler	0.40	240.00
600	yd. mi.	Hauling Filler	0.20	120.00
440	M-Gal.	Sprinkling	2.00	880.00
3.29	miles	Preparation of Base	100.00	329.00
1,900	cu. yds.	Mineral Aggregate in Place	2.60	4,940.00
180	tons	No. 3 Oil in Place	32.00	5,760.00

Subtotal	$ 64,200.00
10% Engr. & Cont.	6,420.00
Total	$ 70,620.00

Length	3.289 miles
Cost per mile	$ 21,471.57

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	$ 43,078.20 (61%)
State Funds- -	27,541.80
	$ 70,620.00

92-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 15, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project 92-C, the Stewart Bridge-Flat Creek Section of the John Day Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our approval is conditioned upon a showing being made to this office that the gravel from the designated pits is satisfactory for the intended purpose, and the submission of a satisfactory detailed section for channel changes of the John Day River. ✓

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Testing Lab. Reports
88569
88570
88571
copies to B.P.R. 9/29/36.

FORM 9-A-1 6M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

92-C

August 19th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The amount of $41,000 was set up for the Stewart Bridge-Flat Creek grading and oiling, and the project will be let on October 5th. Plans for this job may be submitted immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
AUG 31 1936

92-C

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost and special provisions for 2.29 miles of grading, surfacing and oiling on the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County. By express there is being forwarded to you profile tracing, summary, sketch map, typical sections and a sketch showing manner of installing the six inch steel pipe at Station 560+40.

The profile, as you will note, includes considerable location east of the project and I will appreciate your returning this tracing as soon as you have made the tracing for this project. The 100 foot scale map for the section is in your office, being a part of the Valade Ranch-Flat Creek location survey.

The two gravel deposits located at Station 424 and Station 504 have already been acquired, but it will be necessary to acquire the gravel pit 400 feet right of Station 586. Sketch map, etc., of this pit has been prepared, but I found it necessary to send it to R. E. Mollinet at Dayville for additional information as to ownership, etc. and he will submit it direct to your office within the next few days. I believe that all other right of way for the entire project has been secured under option, the same having been done when right of way was secured for the Valade Ranch-Stewart Bridge section. Therefore, I see no reason why this project should not be put on at the next letting of the Commission.

Wish to call your attention to size of material I have specified for crushed gravel surfacing, which size is one inch minus with the requirement that not more than 30% of

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #2
Subject: Stewart Bridge-Flat Creek Section — 8-29-36
John Day Highway, Grant County,
Special provisions, estimate of cost.

material that will pass a ¼" screen be included. The reason for changing size of this material from 1¼" to ½" is that the 1¼" material is too large to compact without difficulty. Also, the removal of all the material below ¼" size has resulted in the necessity of placing additional filler and if up to 30% sand or other materials below the ¼" size is left when the rock is crushed, the need of filler will be practically eliminated.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc ~~R. H. Baldock~~
S. H. Probert

FORM 2-4-1 2M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

42

August 22nd, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the amounts set up for the Stewart Bridge-Flat Creek Section of the John Day Highway. Nearly all the projects on this budget were reduced somewhat in amount in order to balance out the budget and secure certain necessary projects, with the understanding that additional amounts would be supplied by State funds. I believe that we had fairly accurate data on the cost of the Stewart Bridge-Flat Creek Section and that this project may be considered in the above catagory.

You may, therefore, prepare plans for the estimated cost of $63,000 if you find it absolutely impossible to shorten the project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AN

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

72-e

August 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost and special provisions for 3.29 miles of grading, surfacing and oiling on the Stewart Bridge-Flat Creek Section of the John Day Highway in Grant County. By express there is being forwarded to you profile tracing, summary, sketch map, typical sections and a sketch showing manner of installing the six inch steel pipe at Station 560+40.

The profile, as you will note, includes considerable location east of the project and I will appreciate your returning this tracing as soon as you have made the tracing for this project. The 100 foot scale map for the section is in your office, being a part of the Valade Ranch-Flat Creek location survey.

The two gravel deposits located at Station 424 and Station 504 have already been acquired, but it will be necessary to acquire the gravel pit 400 feet right of Station 586. Sketch map, etc., of this pit has been prepared, but I found it necessary to send it to R. E. Mollinet at Dayville for additional information as to ownership, etc. and he will submit it direct to your office within the next few days. I believe that all other right of way for the entire project has been secured under option, the same having been done when right of way was secured for the Valade Ranch-Stewart Bridge section. Therefore, I see no reason why this project should not be put on at the next letting of the Commission.

Wish to call your attention to size of material I have specified for crushed gravel surfacing, which size is one inch minus with the requirement that not more than 30% of

COMMISSIONERS
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Stewart Bridge-Flat Creek Section
John Day Highway, Grant County,
Special provisions, estimate of cost.

Page #2
8-29-36

material that will pass a ½" screen be included. The reason for changing size of this material from 1½" to ½" is that the 1½" material is too large to compact without difficulty. Also, the removal of all the material below ½" size has resulted in the necessity of placing additional filler and if up to 50% sand or other materials below the ½" size is left when the rock is crushed, the need of filler will be practically eliminated.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~S. H. Probert~~

FORM 2-20-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

X

92-e

RECEIVED
AUG 24 1936
OREGON STATE HIGHWAY COMMISSION
IN REPLY, PLEASE REFER TO FILE NO.

August 20, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith:

NOTED
State Highway Engineer

Dear Sir:

Your letter of August 19th states $41,000.00 has been set up for the Stewart Bridge- Flat Creek grading and oiling project in Grant county.

I have about completed preparation of the special provision and estimate of cost for this project and find that the cost of grading and oiling with O-11 will be $63,000.00 or thereabouts.

It is not feasible to shorten the project as rock excavation from the east end is to be hauled westward to be used as bank protection against stream erosion where channel changes, etc., [illegible] are to be made. This section, approximately three and 13/100 miles in length, includes the heaviest work between Dayville and Mt. Vernon as it passes through three canyons.

I will proceed with the preparation of plans for the 3.13 miles at an estimated cost of $63,000.00 unless advised by you to the contrary.

Very truly yours

W C Williams

Division Engineer

WCW V

cc Mr. Baldock ✓

CONTRACT # [redacted] 1931

232-1003 Shelton Ranch-Flora Jct. Sec.-
Lewiston-Enterprise Hwy.

1931

FORM S-A-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

Your File:
#486 Ore. 38
Surveys

232-1023

Mr. E. H. Lynch,
District Engineer,
U.S. Bureau of Public Roads,
Portland, Ore.

Attention - R. N. Kellogg,

Dear Sir:

With reference to to yours of March 12th, we are sending you under separate cover one book of constructed line notes for the Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway.

We do not have coordinate sheets for the constructed line as they were not submitted.

From the information we have in this office we are of the opinion that there was an error in plotting the constructed line on the map. However, we are requesting the division office for whatever information they might have.

As this book of notes belongs to the permanent records for this project, we would appreciate having them back as soon as you are through with them.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock
E. A. Skelley

FORM 9-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 15,1938.

IN REPLY PLEASE REFER TO FILE NO.

232-1003

Mr. [illegible] C. Williams,
Division Engineer,
LaGrande, Ore.

Dear Sir:

Attached is a copy of a letter from the Bureau relative to apparent error in the constructed line in the vicinity of Station 190, Shelton Ranch-Flora Section of the Enterprise-Lewiston Highway.

We have sent Mr. Kellogg all notes but we have no other data here that will give him the information desired. Will you please furnish Mr. Kellogg direct with as much information as possible, with a copy of your letter to this office.

We are also enclosing the tracing of the map referred to.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

#1931

RECEIVED
NOV 3 1937
FOR FILING
232-1003

November 2, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1931 for the construction of the Shelton Ranch-Flora Section of the Lewiston-Enterprise Highway in Wallowa County, has been completed by the contractors, Colonial Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $88,182.41, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1931

RECEIVED
SEP 24 1937
~~FOR FILING~~
232-1003

September 24, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Colonial Construction Company on Contract No. 1931, for the construction of the Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway in Wallowa County. This payment will be made on or after October 4th, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 3-H-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

232-1003

September 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Shelton Ranch-Flora Junction section of the Lewiston-Enterprise highway in Wallowa county was satisfactorily completed by the Colonial Construction Company on July 31. Due to the fact that finishing work on the project was not done until after all the rough grading was complete, it was impossible to get final re-measurements of the excavated quantities until near the completion of the job. This did not permit the engineering party to prepare the semi-final estimate as quickly as would ordinarily be expected and it is for this reason that the semi-final estimate has not been submitted until this date.

The total cost of the project as indicated by the semi-final estimate is $94,370 as compared with the present project authorization of $95,522. It was necessary to secure an additional project authorization on this project to take care of increased excavation quantities resulting from the necessity of moving the center line into the hill to secure full width of roadbed where fill slopes would not catch.

Resident Engineer's letter is being attached hereto giving reasons for overruns and underruns in the estimate that were in excess of 10%.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 2-H-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 24 1937
FOR FILING
232-1003

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 2 on the Shelton Ranch-Flora Junction section of the Lewiston-Enterprise highway in Wallowa county.

This price agreement covers the purchase of 48 feet of 18 inch culvert pipe left over upon completion of the work at a total cost of $96.00

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

Form 336—5M—12-36

O[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31, 1937

Section Shelton Ranch - Flora Junction

Kind of work Grading

Highway Lewiston - Enterprise

Section prefix 232-1003

Contractor Colonial Construction Co.

Contract number 1931

Date of contract October 29, 1936

Date of completion July 31, 1937

Date work started November ~~31~~ 13, 1936

Estimated date of completion July 31, 1937

Amount of contract $89,321.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 89,321.60

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 5224.40, 5.84 %

Date project was completed July 31, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract was completed today. The contractor will have a few men part of next week working to clean up the camp.

NOTED
HACKETT

RECEIVED
AUG 2 - 1937

Signed Edward [illegible]

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.14				
Miles partially completed					
Miles completed	6.14				
Total estimated quantities	150000				
Estimated quantities moved or placed to date	150000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

La Grande, Employment Office

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers cat, and Scraper 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Unsettled	all week	No delay
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

232-1003

July 16, 1937

Mr. H. G. Smith
Office

Dear Sir:

I am surprised at the request for the increase in authorization on the Shelton-Flora Junction Section in Wallowa County, amounting to $15,500.

Please remember this is all state money, which is an item we are very short of at the present time. This represents an overrun of 17%.

The statement that it was found necessary to move the line into the hill as much as 12 feet indicates poor engineering design and lack of experience. We should have some sort of check set up to prevent a repetition of an incident of this kind.

Very truly yours,

State Highway Engineer

RHB:MK
cc Mr. H. C. Williams

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILE
232-1003

July 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 13 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing herewith request for project expenditure on the Shelton-Flora Junction Section in Wallowa County, of $13,500.

This additional authorization is required by reason of the necessity of moving the center line of the roadway into the hill in order to secure a full roadway width. The location cross sections indicated that the fill slopes theoretically would catch but the heavier fills resting on the steep hill side slid and we found it necessary to move the line into the hill at such points as far as twelve feet. This resulted in an overrun of yardage of 37,000 yards.

Very truly yours

Division Engineer

WCW V

cc Mr. Baldock

Incls.

FORM 5-H-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 2 1937
FOR FILING
232-1003

RECEIVED
FEB 1 1937
OREGON
STATE HIGHWAY COMMISSION

January 30, 1937

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 2 on the Shelton Ranch-Flora Junction Section, Lewiston-Enterprise Highway in Wallowa County.

This price agreement covers the installation of a 72 inch corrugated iron stockpass at Station 334 stipulated by right of way agreement. The right of way agreement was not completed in time to permit the stockpass to be included in the bid items and, therefore, the price agreement was necessary.

While it is possible that there will be sufficient money left in the contingency fund to cover the cost of this stockpass, it appears advisable at this time to request an additional authorization in order that possibility of overruning the contract be eliminated.

The price of $17 per foot may appear slightly high, but the matter of freight and haulage from Enterprise to the job is considerably above that of ordinary freight prices and the price of $17 per foot is, therefore, not out of line.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
DEC 4 1936
FOR FILING

232-1003

December 3, 1936

Colonial Construction Company
W. 326 First Avenue
Spokane, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1931 awarded to you on October 29, 1936, for grading on the Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway in Wallowa County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM 8-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

232-1003

November 24th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Colonial Construction Co.
Post Office Box 2218
Spokane, Washington

NOTED
State Highway Engineer

Gentlemen:

Reference is made to yours of November 10th, regarding extension of time on your contract for grading the Shelton Ranch-Flora Jct. Section of the Enterprise-Lewiston Highway in Wallowa County, Oregon.

Under our specifications all proposals are subject to acceptance within thirty days of the bids, and your contract was awarded within this time; therefore, you are not entitled to an extension of your contract. It is quite important that this job be prosecuted as fast as possible since the next unit cannot be conveniently worked except through your unit. Practically a month has elapsed since you received the award, and no grading work as yet has been done. The springs are sometimes very late in this country, and I feel that you are going to be unreasonably delayed unless you finish considerable of the lighter work this fall.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

232-1073

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
OCT 30 1936
FOR FILING

SALEM OREGON
OCTOBER 29 1936

COLONIAL CONSTRUCTION COMPANY
336 WEST FIRST AVENUE
SPOKANE WASHINGTON

THE STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU THE CONTRACT FOR GRADING OF THE SHELTON RANCH FLORA JUNCTION SECTION IN WALLOWA COUNTY BASED ON YOUR BID SUBMITTED OCTOBER FIRST

H B GLAISYER

(File)

CONTRACT* [redacted] 1932

102-1005 Alsea-South Fork Section, Alsea-
Deadwood Hwy.(P.W.A. Project)

1932

RECEIVED
SEP 24 1937
FOR FILING
102-F005

#1932

September 22, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of September 18th concerning the Big Elk Contract No. 1932, for the construction of the bridges and grading and surfacing on the Alsea-South Fork Section in Benton County.

You are advised that this contract was completed August 5, 1937 and was accepted by the Highway Commission August 12, 1937. We have no knowledge of any outstanding claims against this contract.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
SEP 22 1937
OREGON
STATE HIGHWAY COMMISSION

September 18, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Contract No. 1932
Sig Ash, Contractor

Will you please furnish us with a progress report on the above indicated job.

Kindly give us the completion and acceptance dates if the work has been finished, or if not, give us the approximate percentage completed. Also, have any liens been filed against the bond?

We enclose a stamped, addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

#1932

RECEIVED
SEP 16 1937
FOR FILING

102-1005

September 16, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1932 for the construction of the bridges and grading and surfacing on the Alsea-South Fork Section of the Alsea-Deadwood Secondary Highway in Benton County, has been completed by the contractor, Sig Ash, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 25, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $40,419.74, including the final payment. Of this amount $109.04 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 7 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending August 7, 1937

Section Alsea-South Fork

Kind of work Bridges, Grading & Surfacing

Highway Alsea-Deadwood

Section prefix 102-1005

Contractor Sig Ash

Contract number 1932

Date of contract Nov.5, 1936X

Date of completion August 5, 1937

Date work started Nov.13, 1936

Estimated date of completion August 8, 1937

Amount of contract $40180.00

Per cent of time elapsed 99%

Estimated cost of completed project, exclusive of engineering $40600.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $4100.00, 9.9%

Date project was completed August 5, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday- Grading- Finishing slopes, cleaning up. Party re crosssectioning dike.

Tuesday- Grading- Cleaning up right of way. Party re cross sectioning dike. M.Stephenson inspected bridges accompanied by C.J. Murphy REI. Bridges acceptable. Du Rette at Toledo.

Wednesday- Grading- Cleaning up right of way. F.D.Eason and H.G.Smith at job oked grading except for low spots in dike which were raised by hauling in fill material from Malone Bar, in evening. Party working on dike sections.

Thursday- Grading- 5 loads of surfacing placed on roadway at Sta.0 to 1 and at approaches at Folletts and Pearson lane. Downey to Newport with office records etc. Balance of party on dike sections and maintenance site description.

Job completed except for removal of buildings used as offices by PWA and State.

Friday - Party moving to Newport.

NOTED
H.N.HACKETT

NOTED
H. G. SMITH

RECEIVED
AUG - 1937

NOTED
RAY WEBE

Signed C.A. DuRette

Address Alsea, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.05	1.05			
Miles partially completed	-	-			
Miles completed	1.05	1.05			
Total estimated quantities	31000	2100			
Estimated quantities moved or placed to date	31000	2100			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		14			

Percentages of men employed on contract to be secured from:

– County, ...%; .... County, ...%; .... County, –%; – County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Benton COUNTY	Lincoln COUNTY	Linn COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams						–	
Men and trucks under 3 tons	2	2	2				6
Men and trucks over 3 tons							
Men and tractors	1				–	–	1
Men and Roller	1						1

Equipment used during week: Shovels ...., Power graders ...., Rollers 1........, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1........, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
DEC 21 1938
FOR FILING

102-1005

August 3, 1938

Treas Rec 163247

Hon. Rufus C. Holman
State Treasurer
Capitol Building
Salem, Oregon

Dear Sir:

Attached is Government Warrant No. 21,592 in favor of the State Highway Commission, with our endorsement, for the sum of $20,223.57.

This represents a P.W.A. grant on construction cost of the Alsea-Deadwood highway and the amount should be credited to the state highway fund as Federal Aid.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By
Bookkeeper

J-126

IN 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

6F 6F

RECEIVED
JUL 27 1937
FOR FILING
102-1005

July 19, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

Referring to the attached correspondence, you are advised that I investigated the situation a few days ago and discussed the matter with some of the lodge officials. I agreed to place some 12" drainage pipe on the present ditch and instructed the Resident Engineer to have the contractor supply the pipe immediately. Such material as is available in levelling up the sub-grade will be bladed over the pipe. The remainder of the fill is to be made by the lodge members after they have done certain protective work to their building to hold the embankment so made.

This is entirely satisfactory with the lodge and the matter can be considered settled.

Yours very truly,

F. D. EASON
Division Engineer

NOTED
O. B. McCullough

FDE:MB
Enc.
cc Mr. R. H. Baldock ✓

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FOR FILING

102-1005

June 21, 1937

Mr. C. C. Hockley
State Director
Public Works Administration
506 Failing Building
Portland, Oregon

Dear Sir:

Our contract for the construction of the Alsea South Fork Section of the Alsea-Deadwood Highway in Benton County, PWA Docket No. Oregon 1168-R contains the regulations issued pursuant to the so-called "kick-back statute" (see pages 59 to 61, inclusive). It is our understanding that the regulations issued pursuant to the so-called "kick-back statute" have been amended to read as follows:

> "Section 3. Said affidavit shall be executed and sworn to by the officer or employee of the contractor or subcontractor who supervises the payment of its employees.
>
> "Said affidavit shall be delivered, within seven days after the payment of the payroll to which it is attached, to the Government representative in charge at the site of the particular project in respect of which it is furnished, and who shall forward the same promptly to the Federal agency having control of such project. If no Government representative is in charge at the site, such affidavit shall be mailed within such seven-day period to the Federal agency having control of the project."

Please consider this as a request for your approval of revising the contract documents for this project to include the above amendments to the regulations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
cc J. M. Devers
J. E. Donaldson
C. C. Hockley - 6
R. H. Baldock
Mr. Murphy

NOTED
C. B. McCullough

Alsea and South Fork Bridges
Wednesday April 14,1937.

Mr.F.D.Eason, Division Engineer at job. Instructions as follows:

Roadway drainage from Sta. 46 plus 80 to So.Fork Overflow Bridge to be carried to South Fork Overflow, eliminating roadway entrance culverts at Sta. 46 plus 80.

Directed that more study be given 30" culvert at Sta. 31 plus 20. Suggested moving it to Sta.29 plus 50.

Oked small dike along back slope of roadway ditch on right side between Stations 23 plus 00 and 27 plus 00 so that drainage of this section may be carried back to drainage ditch at Sta. 14 plus 15.

North Fork Dike- bank protection from Sta. 13 plus 00 upstream to be given furthur consideration when water has receded.

Roadway approaches at alley at Sta.1 plus 00, at blacksmith shop at Sta.2 plus 00 and roadway entrance at Sta.2 plus 50 to be determined when roadway embankment has been made.

Natural drain across field at Sta. 37 plus 40 to be used for drainage of tributary area. No work to be done outside of right of way limits at this point.

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR

Hwy # 201

Alsea - South Fork S.

102-1005

1932

RECEIVED

J.M.D.

Portland, Oregon
February 12, 1937

IN REPLY PLEASE REFER TO

Engineering - JFM:b
Alsea-Deadwood Highway
Docket Oreg. 1169-D

State Highway Commission,
Salem, Oregon

Subject: Amendment to PWA Form 179

Attention: Mr. G. S. Paxson

Gentlemen:

The Offer for grant, dated September 19, 1936, in above project, was made subject to the Rules and Regulations of PWA Form 179. This form was amended in the following particulars by Administrative Order No. 191, dated January 28, 1937:

(1) Paragraph 3 of "Construction Regulations" of PWA Form 179 is amended to read as follows:

"3. Hours of Work. Except in

(a) Emergencies, which are defined as unforeseen occurrences and combinations of circumstances involving the public welfare or the protection of work already done under this contract or which endanger life or property and call for immediate action or remedy; or

(b) Special and unusual circumstances rendering it infeasible or impracticable to require adherence to the applicable limitations of hours herein set forth, clerical and other non-manual employees employed to perform work on the project under this contract shall not be permitted to perform work on the project under this contract more than 8 hours per day nor more than 40 hours per week, and other employees so employed shall not be permitted to perform work on the project under this contract more than 8 hours per day nor more than 130 hours per month; Provided, That if the site of the work involved in this contract is so remote and inaccessible that camps or floating plants are necessary, in lieu of the limitations of hours above-stated and subject to the exceptions stated in sub-Paragraphs (a) and (b) of this Paragraph, employees employed to perform work on such part of the project under this contract shall not be permitted to perform work on the project under this contract more than 8 hours per day

> nor more than 40 hours per week: Provided further, That the limitations of hours set forth in this Paragraph shall not apply to executive, supervisory, and administrative employees as such."

Where the Contractor complies with the requirements of Paragraph 5 of "Construction Regulations", as amended, you will not be charged with the Contractor's failure to comply with old Paragraph 5.

Yours very truly,

ORIGINAL SIGNED

C. C. Hockley
State Director (Oregon)

For the Administrator

cc Mr. J. M. Devers

FORM B-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 21, 1937

Mr. C. C. Hockley
State Director
Public Works Administration
508 Failing Building
Portland, Oregon

RECEIVED
JUN 21 1937
LEGAL DEP'T

Dear Sir:

Our contract for the construction of the Alsea South Fork Section of the Alsea-Deadwood Highway in Benton County, PWA Docket No. Oregon 1160-R contains the regulations issued pursuant to the so-called "kick-back statute" (see pages 58 to 61, inclusive). It is our understanding that the regulations issued pursuant to the so-called "kick-back statute" have been amended to read as follows:

> "Section 3. Said affidavit shall be executed and sworn to by the officer or employee of the contractor or subcontractor who supervises the payment of its employees.
>
> "Said affidavit shall be delivered, within seven days after the payment of the payroll to which it is attached, to the Government representative in charge at the site of the particular project in respect of which it is furnished, and who shall forward the same promptly to the Federal agency having control of such project. If no Government representative is in charge at the site, such affidavit shall be mailed within such seven-day period to the Federal agency having control of the project."

Please consider this as a request for your approval of revising the contract documents for this project to include the above amendments to the regulations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

Noted

CAG DK
cc J. M. Devers
J. R. Donaldson
C. C. Hockley - 6
R. H. Baldock
Mr. Murphy

December 5, 1938

Mr. G. S. Paxson,
Office.

Dear Sir:

Attached are some forms which I received from Mr. Hockley's office for use in making requisition for grants under the Alsea-Deadwood Secondary Highway project, being Docket No. Oreg. 1169-R. I also inclose a copy of the letter which accompanied these forms and I call your attention to the last lines of the first paragraph in which we are told that when making requisitions we must accompany the requisition with a letter from the State Treasurer setting out the information which would be required by the bank were our funds deposited in the bank instead of with the State Treasurer.

When you get ready for the requisition I will help frame a letter for the Treasurer to sign.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc J. E. Donaldson

December 3, 1936

Mr. C. C. Hockley,
State Director,
Public Works Administration,
Failing Building,
Portland, Oregon.

Attention: Mr. E. C. Kelly
Re: Docket No. Oreg. 1168-R

Dear Sir:

I thank you for your letter of the twenty-eighth of November to which was attached copies of forms to be used in making requisition for funds in connection with the above project.

We will try to conform to requirements. With kindest regards, I am

Yours very truly,

J. M. DEVERS

JMD:FW

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR
Portland, Oregon,
November 28, 1936.

IN REPLY PLEASE REFER TO

LEGAL - RF:B
Alsea-Deadwood
Secondary Highway
Docket No.Oreg.1169-R.

Mr. J. M. Devers, Attorney
State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

We have yours of November 27 with reference to the above project, and note your request that steps be taken to have the provision, as to a bank being required as official depositary, waived. In this regard, would state that this provision has been uniformly waived in cases where a particular public official is by statute made official custodian of the funds of the applicant. We have no reason to believe that the same practice will not be followed in this instance and would suggest that, when requisition is presented, it be accompanied by a letter from the State Treasurer to the same effect as that ordinarily required to be signed by the depositary bank.

So that they may be available when needed, we are enclosing set of forms for the first requisition, which may be for 25% of the estimated project cost. A memorandum as to the preparation of the forms accompanies the same.

Please send all correspondence relative to legal matters to this office in duplicate.

Very truly yours,

C. C. HOCKLEY,
State Director

For the Administrator

By Edward C. Kelly
Chief Counsel (Oregon)

RECEIVED
DEC 1 1936
LEGAL DEP'T

November 27, 1936

Mr. C. C. Hockley, State Director,
Public Works Administration,
Failing Building,
Portland, Oregon

Re: Docket No. Oregon 1169-R

Dear Mr. Hockley:

The State of Oregon applied for and has been granted by the Administration a grant of funds to aid in financing the construction of road improvements, river channel improvement and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary rights of way therefor, which is designated as Docket No. Oreg. 1169-R.

The application was granted and the funds are to be made available subject to the rules and regulations (PWA Form 170, as amended to date); among which regulations is regulation No. 9 on page 2 of said form, which provides that the applicant shall deposit the grant funds in a bank or banks which are members of the Federal Deposit Insurance Corporation and of the Federal Reserve System and which shall be satisfactory at all times to the administrator.

The applicant hereby respectfully requests that said regulation and provision be waived and that the applicant be permitted to deposit the funds with the State Treasurer, which is the statutory depository for all funds under the control and supervision of the Highway Commission. You are respectfully requested to pass this request on to the Public Works Administrator for consideration and approval.

Yours very truly,

J. M. DEVERS

JMD:PW

cc G. S. Paxson
J. H. Donaldson
R. H. Baldock

November 25, 1936.

Mr. J. M. Devers:

Our P.W.A. contract on the Alsea-Deadwood Project does not relieve us of the P.W.A. rule that our funds for the project be deposited in a Member bank of the Federal Reserve System.

We have had this waived in the case of the radio so that the State Treasury is considered an acceptable depository.

Mr. Donaldson seems quite concerned over the matter, and I would suggest that we request the P.W.A. to waive this requirement with respect to the Alsea job.

G. S. Paxson

GSP:AP

cc R. H. Baldock

RECEIVED
MAY 7 1937
FOR FILING

102-1005

November 6, 1936

Mr. Sig Ash
3544 Southeast Milwaukie Avenue
Portland, Oregon

Dear Sir:

Confirming our wire to you of this date, the State Highway Commission on November 5 awarded to you a contract for the construction of two bridges and grading and surfacing on the Alsea-South Fork Section of the Alsea-Deadwood Highway in Benton County based on your bid of $40,180.00 submitted on that date. Contract forms follow shortly.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

See this confirmed

M

VICE DESIRED			
IC		CABLE	
LEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

NOVEMBER 6, 1936

MR SIG ASH
3544 SOUTHEAST MILWAUKIE AVENUE
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU ON NOVEMBER FIFTH CONTRACT FOR CONSTRUCTION OF TWO BRIDGES AND GRADING AND SURFACING ON ALSEA SOUTH FORK SECTION OF ALSEA DEADWOOD HIGHWAY IN BENTON COUNTY BASED ON YOUR LOW BID SUBMITTED ON THAT DATE STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

File

JMD:FW

cc H. G. Smith
R. H. Baldock

October 9, 1936

Mr. G. S. Paxson,

Office.

Dear Sir:

I have just been advised by Mr. Hockley's office that the Commission's resolution and other papers in connection with the Government's offer to aid in the construction of the Alsea-Deadwood Highway Bridges, which is docket No. Oreg. 1169-R, have been found in order by Mr. Hockley and have been forwarded to Washington, D. C.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
R. H. Baldock

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS
STATE DIRECTOR

RECEIVED
OCT [illegible] 1936
LEGAL DEP'T

Portland, Oregon,
October 7, 1936.

IN REPLY PLEASE REFER TO

LEGAL - RF:B
State Highway Commission
Alsea-Deadwood Highway Bridges
Docket No. Oreg. 1169-R.

Mr. J. M. Devers,
Assistant Attorney-General,
Salem, Oregon

Dear Mr. Devers:

We have yours of October 6 enclosing in triplicate certified proceedings for the acceptance of the offer of the Government to assist in financing the above project.

The same have been found in order and are being forwarded to Washington today.

Very truly yours,

C. C. HOCKLEY,
State Director

For the Administrator

By Edward C. Kelly
Chief Counsel (Oregon)

October 6, 1936

Mr. C. C. Hockley, State Director
Federal Emergency Administration of
  Public Works
Failing Building
Portland, Oregon

Dear Mr. Hockley:

I enclose three copies of a resolution adopted by the Highway Commission accepting the offer of the Federal Government to aid in the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor. The resolution was adopted October 1, 1936, and therefore within the time limit given for the acceptance of the offer. However, I have been away from the office two or three days, and hence the delay in transmitting these certified copies.

If there is other information you want or other action which the Highway Commission should take, please advise and we will conform.

With kindest regards, I am

Yours very truly,

J. M. DEVERS

Enclosures
JMD:AW

Copy of resolution
handed to Mr. Reeves
10-6-36

October 6, 1936

Mr. J. E. Donaldson
Public Works Administration
Supreme Court Building
Salem, Oregon

Dear Mr. Donaldson:

Attached is a certified copy of a resolution adopted by the Highway Commission accepting the offer of the Federal Government to aid in the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor. This is for your files.

Yours very truly,

J. M. DEVERS

Enclosure
JMD:AW

Portland, Oregon, October 1, 1936.

The Oregon State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building.

The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission (constituting the entire commission) answered present: Henry F. Cabell, E. B. Aldrich and F. L. Tou Velle. There were present also the following: R. H. Baldock, State Highway Engineer, J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission, and H. B. Glaisyer, Secretary to the Highway Commission.

* * * * * * *

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor, the following resolution entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of Road Improvements, River Channel Improvements, and Two Bridges on the Alsea-Deadwood Secondary Highway in Benton County and the Acquisition of Necessary Lands and Rights of Way Therefor" was proposed by Commissioner Aldrich and read in full:

RESOLUTION NO. 1

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF ROAD IMPROVEMENTS, RIVER CHANNEL IMPROVEMENTS, AND TWO BRIDGES ON THE ALSEA-DEADWOOD SECONDARY HIGHWAY IN BENTON COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 81168-44

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Sep. 19, 1936
Docket No. Oreg. 1160-R

"State Highway Commission of
the State of Oregon,

Salem, Oregon.

Subject to the Rules and Regulations (PWA Form No. 179, as amended to date) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights-of-way therefor (herein called the 'Project') by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $24,251.

"UNITED STATES OF AMERICA
Federal Emergency Administrator
of Public Works
By HORATIO B. HACKETT
Assistant Administrator."

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all the rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that work on the project described in the Offer will be commenced as early as possible but in no event later than November 15, 1936; that the work will be planned so that it will reach a substantial peak before March 1, 1937; and that the project will be completed by November 1, 1937.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

Henry F. Cabell
Chairman

E B Aldrich
Commissioner

F L Tou Velle
Commissioner

The above resolution was seconded by Commissioner Tou Velle and was unanimously adopted. The Chairman of the Commission thereupon declared said resolution carried and the members of the Commission thereupon signed said resolution in approval thereof.

STATE OF OREGON, }
} ss.
COUNTY OF MARION, }

I, H. B. GLAISYER, the duly elected, qualified and acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the extracts of the minutes of a regular meeting of the Commission held on the first day of October, 1936, is a true, correct and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the resolution appearing in such minutes entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of Road Improvements, River Channel Improvements, and Two Bridges on the Alsea-Deadwood Secondary Highway in Benton County and the Acquisition of Necessary Lands and Rights of Way Therefor" is a true, correct and compared copy of the original resolution adopted at such meeting, which resolution is on file and of record.

WITNESS my hand and the seal of said Commission this 2nd day of October, 1936.

H B Glaisyer

Secretary
Oregon State Highway Commission

September 28, 1936

Mr. H. B. Glaisyer,
Office.

Dear Sir:

Attached are seven copies of the resolution with respect to the offer of the United States Government to aid in the construction of river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County.

Please call this matter to the Commission's attention when I am present so that if the resolution is adopted I can make proper explanation to the Commission, and if it is adopted all seven of these copies should be signed and returned to me so that I can send them to the proper parties. The Government will expect the original along with three other copies.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

September 22, 1936

Mr. R. H. Baldock,

Office.

Dear Sir:

I have just been advised by the State Director of the Federal Emergency Administration of Public Works that the Government has approved and has offered to aid in financing the construction of two bridges on the Alsea-Deadwood Secondary Highway project which is Docket No. Oregon 1169-R.

Instructions which accompany the information with respect to the Government's action point out that it is imperative that work on the project shall be commenced prior to November 15, 1936, and that it will reach a substantial peak before March 1, 1937 and that the project will be completed before November 1, 1937. Therefore, we are advised that the resolution of the Commission with respect to this matter must contain a clause to that effect. I am preparing an appropriate resolution for the Commission to adopt at its next regular meeting.

We are advised by the Government that if for any reason it is impossible to comply with this requirement the offer should not be accepted, but should be returned immediately to the State Director with a statement of the reasons therefor.

We are also advised that if the offer is accepted it must be accepted within ten days from the receipt of the same. I received advice of the offer September 22, 1936; therefore it is imperative that action by the Commission be taken on this matter at its October first meeting.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
G. S. Paxson
J. M. Bishop
J. E. Donaldson

September 22, 1936

Honorable C. C. Hockley,
State Director,
Public Works Administration,
Failing Building,
Portland, Oregon.

Attention: Mr. E. C. Kelly

Dear Mr. Hockley:

I acknowledge with appreciation your letter of the twenty-first with which there was inclosed an offer by the United States of America to aid in financing the construction of two bridges on the Alsea-Deadwood Secondary Highway, Docket No. Oregon 1169-R, and which letter was accompanied by certain forms and papers enumerated in your letter.

I have prepared an appropriate resolution and the same will be acted upon by the Highway Commission at its first regular meeting which will be October 1, 1936. This will bring it within the requirement that acceptance must be within ten days after receipt of the offer. The date of receipt of the offer is September 22, 1936.

Yours very truly,

J. M. DEVERS

JMD:FW

cc G. S. Paxson
J. E. Donaldson

September 22, 1936

Honorable C. C. Hockley,
State Director,
Public Works Administration,
Failing Building,
Portland, Oregon.

Attention: Mr. E. C. Kelly

Dear Mr. Hockley:

I acknowledge with appreciation your letter of the twenty-first with which there was inclosed an offer by the United States of America to aid in financing the construction of two bridges on the Alsea-Deadwood Secondary Highway, Docket No. Oregon 1169-R, and which letter was accompanied by certain forms and papers enumerated in your letter.

I have prepared an appropriate resolution and the same will be acted upon by the Highway Commission at its first regular meeting which will be October 1, 1936. This will bring it within the requirement that acceptance must be within ten days after receipt of the offer. The date of receipt of the offer is September 22, 1936.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. S. Paxson
J. E. Donaldson

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR

Portland, Oregon,
September 21, 1936.

RECEIVED
SEP 22 1936
LEGAL DEP'T

Mr. J. M. Devers,
Attorney,
State Highway Commission,
Salem, Oregon.

IN REPLY PLEASE REFER TO
State Highway Commission of the State of Oregon
Two bridges - Alsea-Deadwood Secondary Highway
Docket No. Oreg. 1169-R.

Dear Mr. Devers:

Enclosed is an offer by the United States of America to aid in financing the construction of the above project by making a grant. There are also enclosed:

(1) Two conformed copies of such offer;
(2) Three copies of Rules and Regulations (PWA Form No. 179, July 22, 1935), Amendment (PWA Form No. 203, October 7, 1935) and amendment (PWA Form No. 212, August 19, 1936);
(3) An Acceptance Record Memorandum (PWA Form No. 181);
(4) Three copies of memorandum from the Assistant Administrator relative to covenant to be included in resolution of acceptance.

The Rules and Regulations are a part of the Government's offer and should be carefully read by your governing body before the offer is accepted.

Suggested forms and procedure for accepting the Government's offer will be found in the Acceptance Record Memorandum. The forms must be adapted to the law and the facts in this case. The acceptance resolution and the minutes relating thereto should be prepared in triplicate and forwarded to the undersigned. The Government is under no obligation to make a grant unless the offer is accepted in a manner satisfactory to the Federal Emergency Administrator of Public Works.

Please refer to the enclosed Rules and Regulations for information as to when a requisition may be filed for grant proceeds. Forms of requisition for payments on account of the grant and the forms of documents required to accompany such requisitions are available upon request to the undersigned.

Prompt acknowledgment of this letter and enclosures is requested. If anything is not clear or if any difficulties arise, please communicate with us at once.

Sincerely yours,

C C Hockley

C. C. HOCKLEY,
State Director (Oregon)

For the Administrator.

Enclosures
ECK:B

for by the Applicant prior to the date the Government makes an offer to the Applicant, regardless of whether or not the Applicant, at the time of such payment, relied on the possibility of a grant being subsequently obtained from the Government to aid in financing the Project. If reimbursement for such payments is requested by the Applicant in its certificate of purposes, such payments will be explained in detail.

The following paragraph is added as paragraph 18 of Part I, General Conditions:

18. Sale of Bonds to Purchasers other than the Government. If, after the Applicant has accepted the Government's offer to make a loan and a grant, the Applicant determines to sell all the Bonds to purchasers other than the Government on terms at least as favorable as those offered by the Government, the Applicant may do so without obtaining the Government's consent thereto. If, before or after the Government has honored the first loan requisition, the Applicant determines to sell to purchasers other than the Government a portion of the Bonds, the consent of the Administrator to such sale will first be obtained to the end that the maturities of the Bonds to be purchased by the Government shall be satisfactory to the Administrator.

II.

PWA Form No. 179, July 22, 1935 (Rules and Regulations applicable to grants under the Emergency Relief Appropriation Act of 1935), is amended in the following respects:

The following paragraph is added as paragraph 11 of Part I, General Conditions:

11. Other Financial Aid from the Government. If the Applicant shall receive any funds (other than those received under the terms of the Offer), directly or indirectly from the Government, or any agency or instrumentality thereof, to aid in financing the construction of the Project, to the extent that such funds are so received the grant will be reduced, and in case the Government has offered to purchase Bonds, to the extent that such funds so received exceed the grant set forth in the Offer, the aggregate principal amount of Bonds to be purchased by the Government will be reduced.

The following paragraph is added as paragraph 12 of Part I, General Conditions:

12. Expenses Prior to Offer. The Government assumes no obligation to pay a grant on any portion of the Project paid for by the Applicant prior to the date the Government makes an offer to the Applicant, regardless of whether or not the Applicant, at the time of such payment, relied on the possibility of a grant being subsequently obtained from the Government to aid in financing the Project. If reimbursement for such payments is requested by the Applicant in its certificate of purposes, such payments will be explained in detail.

The following paragraph is added as paragraph 15 of Part I, General Conditions:

15. Use of Government's Name. In case the Government offers to purchase Bonds, the Applicant will not refer to the Offer or to any purchase by the Government of any Bonds pursuant to the Offer as an inducement for the purchase of any securities of the Applicant (including Bonds repurchased from or redelivered by the Government) and will not authorize any purchaser from the Applicant of any such securities to do so.

The following paragraph is added as paragraph 16 of Part I, General Conditions:

16. Other Financial Aid from the Government. If the Applicant shall receive any funds (other than those received under the terms of the Offer), directly or indirectly from the Government, or any agency or instrumentality thereof, to aid in financing the construction of the Project, to the extent that such funds are so received the grant will be reduced, and in case the Government has offered to purchase Bonds, to the extent that such funds so received exceed the grant set forth in the Offer, the aggregate principal amount of Bonds to be purchased by the Government will be reduced.

The following paragraph is added as paragraph 17 of Part I, General Conditions:

17. Expenses Prior to Offer. The Government assumes no obligation to pay a grant on any portion of the Project paid

P.W.A. Form No. 212
(8-19-36)

OFFICE COPY
J. M. DEVERS

P. W. 60081

AMENDMENTS AS OF AUGUST 19, 1936 TO
PWA FORM NO. 166, JULY 22, 1935 AND
PWA FORM NO. 179, JULY 22, 1935.

I.

PWA Form No. 166, July 22, 1935 (Rules and Regulations applicable to loans and grants under the Emergency Relief Appropriation Act of 1935), is amended in the following respects:

To Part I, General Conditions, the following paragraphs are added as subparagraphs (f) and (g) of Paragraph 1:

(f) Water Supply. If, in case the Government has offered to purchase Bonds payable in whole or in major part from the revenues of a Project which includes a water supply or water distribution system, the Applicant shall not have shown that the Project will have a proper and adequate water supply;

(g) Service Rates. If, in case the Government has offered to purchase Bonds payable in whole or in major part from revenues to be derived from the Project or the system of which it is a part, the Applicant shall not have adopted proper legal proceedings in accordance with State or Territorial law fixing rates to be charged for the facilities and services afforded by the Project or the system of which it is a part, and providing regulations as to the collection of such charges and as to the use of the facilities and services afforded by the Project or the system of which it is a part.

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FEDERAL EMERGENCY ADMINISTRATION

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PWA Form No. 179
July 22, 1935

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS
Harold L. Ickes, Administrator

OFFICE COPY

RULES AND REGULATIONS

RELATING TO APPLICANTS AND PROJECTS UNDER THE EMERGENCY RELIEF APPROPRIATION ACT OF 1935

APPLICABLE TO GRANTS

NOTE.—If local laws prevent the applicant from complying with the rules and regulations set forth herein, the applicant should request permission from the Federal Emergency Administrator of Public Works to make departures herefrom.

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1935

PWA Form No. 203
October 7, 1935

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

Harold L. Ickes, Administrator

AMENDMENT OF OCTOBER 7, 1935
TO PARAGRAPH 1

OF THE

CONSTRUCTION REGULATIONS

CONTAINED IN

PWA FORMS NOS. 166 AND 179 OF JULY 22, 1935
PWA CIRCULARS C AND D OF SEPTEMBER 20, 1935
PWA FORMS NOS. 171 AND 199 AND
PWA FORM NO. 180

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1935

, D. C.

1936

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the contractor, all organized labor, skilled and unskilled, employed upon the project shall be supplied by the employment agencies designated by the United States Employment Service (or such other agency for the placement of workers as may be designated by the Federal Works Progress Administrator to act in lieu of the United States Employment Service) from the membership of recognized unions, with preference, first, to those members of such unions who constitute regular employees of the contractor and who are on the local public relief rolls, second, to other members of such unions who are on the relief rolls, and upon the exhaustion of union members on such rolls, to any other members of the union. In the event, however, that qualified workers are not made available from the membership of the unions within 48 hours (Sundays and holidays excepted) after a request therefor is filed by the contractor, and the employment agency has notified the unions of the receipt of such request, such labor may be chosen by the contractor from other qualified workers, supplied by employment agencies designated by the United States Employment Service (or such other agency for the placement of workers as may be designated by the Federal Works Progress Administrator to act in lieu of the United States Employment Service). The provisions of this paragraph are subject to the further requirement that the preponderance of labor employed upon a project shall be taken from bona fide residents of the political subdivision which is financing, in part, the construction of the project, and the remainder from the county in which the project is located, to the extent that labor technically qualified to perform the work is available therein.

6. This order shall supersede Administrative Order No. 15 of the Works Progress Administration, dated August 15, 1935, with respect to projects financed from funds allocated to the Federal Emergency Administration of Public Works.

(Signed) Harry L. Hopkins,
Administrator.

September 26, 1935.

○

I. GENERAL CONDITIONS

1. Prerequisites to Government's Obligation.—The United States of America (hereinafter called the "Government") shall be under no obligation to the applicant to make any grant:

(*a*) *Representations.*—If any representation made by the applicant in its application or in any supplement thereto or amendment thereof, or in any document submitted to the Government by the applicant shall be found by the Federal Emergency Administrator of Public Works (hereinafter called the "Administrator") to be incorrect or incomplete in any material respect;

(*b*) *Cost of Project.*—If the Administrator shall not be satisfied that the applicant will be able to complete the project described in the Government's offer (hereinafter referred to as the "Project") for the sum allotted by the Government, or that the applicant will be able to obtain, in a manner satisfactory to the Administrator, any funds which, in addition to such sum, the Administrator shall estimate to be necessary to complete the Project;

(*c*) *Legal Matters.*—If the Administrator shall not be satisfied as to all legal matters affecting the application, the Project and the construction thereof, and the grant.

2. Expenses.—The Government shall be under no obligation to pay any costs, charges, or expenses incident to compliance with any of the duties or obligations of the applicant, including, without limiting the generality of the foregoing, any legal, engineering, and accounting costs, charges or expenses incurred by or on behalf of the applicant.

3. Interest of Member of Congress.—No Member of or Delegate to the Congress of the United States of America shall be admitted to any share or part of any agreement or contract made by the Government to aid in financing the construction of the Project or to any benefit arising from any such agreement or contract.

4. Bonus or Commission.—The applicant shall not pay any bonus or commission for the purpose of obtaining an approval of the application.

5. Information.—The applicant shall furnish the Government with all such information and data as the Administrator may request as to the construction, cost, and progress of the work.

6. Advance Grant.—At any time after the acceptance by the applicant of an offer from the Government to make a grant, the applicant may request an advance on account of the grant of not exceeding 15 percent of the previously approved estimated cost of the Project. This advance grant may be used for paying architectural, engineering, and planning fees, costs of surveys, borings, and other preliminary investigations, costs of preparation of plans, specifications, and other forms of proposed contract documents, and costs of advertisements for bids for contracts, but not in payment for the acquisition of lands, easements, cr rights-of-way. The request for this advance grant must be accompanied by a signed certificate of purposes in which must appear in reasonable detail the purposes for which such advance grant will be used.

7. **Intermediate Grant Requisitions.** — At any time after the applicant has deposited in the Construction Account its share of the cost of the Project (herein called "Applicant's Funds"), if the applicant has so requisitioned and if such requisition is accompanied by a signed certificate of purposes in which appear in reasonable detail the purposes for which the funds will be used, the Government will make a grant of an amount representing the difference between the advance grant and an amount equal to 25 percent of said previously approved estimated cost of the Project. When the Project shall be approximately 70 percent completed, as determined by the Administrator, the applicant may file its requisition for an additional grant in an amount equal to 10 percent of said previously approved estimated cost of the Project.

The intermediate grant requisitions will be honored if the documents supporting such requisitions are satisfactory to the Administrator and work on the Project has progressed in accordance with the Rules and Regulations relating thereto.

8. **Final Grant Payment.**—At any time after completing the Project, the applicant may file a requisition requesting the remainder of the grant which, together with all previous payments on account of such grant, shall be an amount equal to 45 percent of the cost of the Project upon completion as determined by the Administrator, but not to exceed, in any event, the amount of the grant set forth in the Government's offer to make a grant. The final grant requisition will be honored if the documents supporting it are satisfactory to the Administrator and work on the Project has progressed in accordance with the Rules and Regulations relating thereto.

9. **Construction Account.**—The applicant shall set up a separate account or accounts (herein collectively called the "Construction Account") in a bank or banks which are members of the Federal Deposit Insurance Corporation and of the Federal Reserve System and which shall be satisfactory at all times to the Administrator. The applicant shall deposit in the Construction Account, promptly upon receipt thereof, the advance grant, the intermediate grants, the Applicant's Funds and the final grant. Payments for the construction of the Project shall be made only from the Construction Account.

10. **Disbursement of Moneys in Construction Account.**—Moneys in the Construction Account shall be expended only for such purposes as shall have been previously specified in a certificate of purposes filed with the Government and as shall have been approved by the Government.

II. CONSTRUCTION CONDITIONS

1. **Approval of Plans and Specifications.**—The applicant [1] shall not advertise for construction, material or equipment contracts, nor shall any work be undertaken on the Project, by contract or otherwise, until such proposed contract documents, including the plans and specifications, as the State Director may require, shall have been submitted to and approved by such officer.

2. **Wage Rates.**—Minimum or other wage rates required to be predetermined by State law or local ordinance shall be predetermined in accordance therewith, and incorporated in the appropriate contract documents. In the absence of applicable law or ordinance, the applicant shall predetermine minimum wage rates, in accordance with customary local rates, for all the trades and occupations to be employed on the Project, and submit such rates to the State Director for approval before incorporating them in the appropriate contract documents.

If, in the opinion of the State Director, work of any specific type has generally been done under union conditions in the political subdivision in which the Project is to be constructed, the State Director may disapprove any rate to be paid on such type of work, other than a rate predetermined under law or ordinance, if it is less than the present prevailing union rate.

3. **Construction by Contract.**—If the Project is to be constructed under contract, the applicant shall commence advertising for bids as soon as practicable after approval of the proposed contract documents, and every opportunity shall be given for free, open, and competitive bidding. If the applicant's share of the cost of the Project is not available prior to the time of the first advertisement for bids for any contract, the advertisement and the form of proposal may provide that the award of the contract shall be conditioned upon funds being made available for such construction and upon the applicant having the right to hold the bids for a period of 60 days from the date of the opening thereof, unless otherwise required by law.

Advertisements for bids for a contract or group of contracts shall be made once a week for two consecutive weeks in such newspapers or other publications as will insure adequate publicity, and shall require bids to be opened within a reasonable time after 14 days from the date of the first publication, unless otherwise approved by the State Director. Each contract shall be awarded to the lowest responsible bidder as soon as practicable after the opening of bids but not until the State Director shall have authorized the award: Provided, however, that in the selection of materials and equipment, the applicant may, in the interest of standardization and ultimate economy, request the State Director to authorize an award of a contract to a responsible bidder other than the lowest and the State Director shall make such authorization in writing if he deems it a proper economy.

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[1] The term "applicant" as used in the "Construction Conditions" is synonymous with the term "Owner" as used in the "Construction Regulations."

In determining the lowest responsible bidder, the following elements shall be considered: Whether the bidder involved (*a*) maintains a permanent place of business; (*b*) has adequate plant equipment to do the work properly and expeditiously; (*c*) has a suitable financial status to meet obligations incident to the work; and (*d*) has appropriate technical experience.

4. **Performance Bond.**—On all construction contracts, except as otherwise approved by the State Director, the applicant shall require a performance bond in an amount equal to 100 percent of the contract price conditioned upon the faithful performance of the contract and upon the payment of all persons supplying labor and furnishing materials for the construction of the Project, except where it is required by local law that protection for labor and materialmen be provided by a bond separate from the performance bond. In the latter case, a performance bond in an amount equal to 100 percent of the contract price supplemented by a separate labor and materialmen's bond in an amount not less than 50 percent of the contract price will be required. Sureties for performance of contracts shall be submitted to the State Director for approval prior to execution of the contracts.

5. **Public Liability and Property Damage Insurance.**—If the work to be performed under any proposed construction contract is not sufficiently hazardous, in the opinion of the State Director, to warrant the requirement of Public Liability Insurance and Property Damage Insurance, or either of them, all reference to the insurance not required may be deleted from Paragraph 6 (*b*) of the Construction Regulations chapter of such proposed contract. The desired types of insurance and amounts of coverage to be required shall be inserted in the appropriate blank or blanks in Paragraph 6 thereof prior to publication of the advertisement for bids.

6. **Execution of Documents.**—Every contract and surety bond or other document guaranteeing performance of contracts shall provide that the document shall not be effective until it has been approved as to final execution by the State Director.

7. **Commencement of Construction.**—Work shall be commenced as early as possible after funds are available and shall thereafter be continued to completion with all practicable dispatch in an efficient and economical manner.

8. **Professional Services.**—Contracts for architectural, engineering, or legal services shall be subject to the approval of the State Director as to form, substance, execution, and amount payable thereunder.

9. **Extra or change orders.**—Except in an emergency, when work must be commenced immediately, no extra or change order will be considered in the cost of the Project unless the order shall have been approved by the Administrator or his authorized agent prior to its issuance if the amount thereof is in excess of 10 percent of the amount of the contract, nor unless similarly approved by the State Director if the order is in a lesser amount. All extra or change orders which constitute a substantial change in the contract must have the consent of the surety, unless the surety has waived in writing its right to notification of such extras or changes.

10. **Force Account.**—In the event that the applicant requests and is granted permission by the State Director, or is required by the Administrator, to construct the whole or any part of the Project on force-account basis, that is, directly by the applicant rather than by contract, all work so performed shall be done in accordance with all the following rules and regulations designated "Construction Regulations", with the following exceptions:

(*a*) With the consent of the Works Progress Administrator or the State Works Progress Administrator, all persons to be employed on the Project need not be employed through the United States Employment Service.

(*b*) Employees of the applicant may be paid in accordance with Civil Service or other statutory or charter provisions without regard to any rates which may be written into a construction contract for work on the Project under Paragraph 4 (*a*).

(*c*) Paragraphs 6 (*b*), 11 (*b*), (*c*), and (*d*), 12, 15, 16, 17, and 18 do not apply.

CONSTRUCTION REGULATIONS

The following rules and regulations shall be incorporated verbatim as a separate chapter in all contracts (except sub-contracts) for work to be performed at the site of any project financed in whole or in part by the Federal Emergency Administration of Public Works under the Emergency Relief Appropriation Act of 1935:

1. Employment Services and Labor Preferences.—With respect to all persons employed on projects,[1] except as otherwise [2] provided in Regulation No. 2:

(*a*) Such persons shall be referred for assignment to such work by the United States Employment Service, and

(*b*) Preference in employment shall be given to persons from the public relief rolls, and, except with the specific authorization of the Works Progress Administration, at least 90 percent of the persons employed on any project [1] shall have been taken from the public relief rolls:

Provided, however, that, expressly subject to the requirement of subdivision (b), the supervisory, administrative, and highly skilled workers on the project,[1] as defined in the specifications,[3] need not be so referred by the United States Employment Service.

2. Qualifications for Employment.—(*a*) No persons currently serving sentence to a penal or correctional institution shall be employed on the project.[1]

(*b*) No person under the age of sixteen (16) years, and no one whose age or physical condition is such as to make his employment dangerous to his health or safety, or the health and safety of others, may be employed on the project.[1] This paragraph shall not be construed to operate against the employment of physically handicapped persons, otherwise employable, where such persons may be safely assigned to work which they can ably perform.

(*c*) Except as specifically provided above, workers who are qualified by training and experience and certified for work on the project by the United States Employment Service shall not be discriminated against on any grounds whatsoever. The contractor may dismiss any employee not qualified to perform the work for which he has been referred, subject to disapproval by the Owner.

(*d*) Employees shall have the right to organize and bargain collectively through representatives of their own choosing, and shall be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. No employee and no one seeking employment shall be required as a condition of employment to join any company union or to refrain from joining, organizing, or assisting a labor organization of his own choosing.

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[1] The term "projects" or "project" as here used means the portion of the project covered by this contract.

[2] Exception relates only to employees of the Owner. Regulation No. 2 is Executive Order No. 7060, approved by the President June 5, 1935.

[3] The term "specifications" as here used means any one of the contract documents.

3. Hours of Work.—(*a*) Except in case of emergency:

(1) The maximum hours of work for manual labor shall be 8 hours per day and 130 hours per month. On projects located at points so remote and inaccessible that camps or floating plants are necessary, the maximum hours of work for manual labor shall be 8 hours per day and 40 hours per week.

(2) The maximum hours of work for cooks, camp assistants, and clerical and other nonmanual employees such as watchmen, policemen, and messengers, shall be 8 hours per day and 40 hours per week.

(3) Administrative and supervisory employees, including executive employees, timekeepers, and storekeepers, who perform in a work-week not more than 15 hours of manual labor (or, in case the project is being constructed on a 40-hour week basis, not more than 20 hours) shall not be subject to any limitation of hours of work.

out
pw 5/6/77

(4) ~~Wherever practicable, the contractor shall perform the work in at least double shifts of labor, unless otherwise provided in this contract.~~ The contractor shall not knowingly employ under this contract any person engaged in any other gainful occupation whose weekly hours of labor on such occupation, together with his hours of labor on the project, exceed the limitations of hours prescribed for employees of his classification under this contract.

(*b*) Nothing in these regulations is intended to authorize hours or days of work in excess of the limitations of any applicable law or regulation.

4. Wages and Pay Rolls.—(*a*) There shall be paid each employee engaged in the trade or occupation listed below not less than the hourly wage rate set opposite the same, namely:

Trade or occupation	Hourly wage rate
(Insert wage schedule here)	

If after the award of this contract it becomes necessary to employ any person in a trade or occupation not herein listed, such person shall be paid not less than such hourly rate of wage, fairly comparable to the above rates, as shall be approved by the State Director, and such minimum wage rate shall be retroactive to the time of the initial employment of such person in such trade or occupation.

(*b*) Unless otherwise provided by law, claims or disputes pertaining to the classification of labor under this contract shall be decided by the Owner, subject to the right of final review by the State Director whose decision shall be binding on all parties concerned.

(*c*) All employees shall be paid in full, at least once each week within 3 days after the close of the pay-roll period, in lawful money of the United States, unless otherwise authorized in writing by the State Director: Provided, however, that this paragraph shall not be construed to prohibit deductions required by law and collection of obligations by legal process.

(*d*) A clearly legible statement of the minimum wage rate to be paid each trade and occupation employed under this contract and of the authorized deductions therefrom, if any, shall be posted by the contractor in a prominent and easily accessible place at the site of the work.

(*e*) The contractor and each subcontractor shall prepare the pay rolls upon forms to be prescribed and in accordance with instructions to be furnished by the Works Progress Administration. Not later than the day following the payment of the wages a certified legible copy of each pay roll, whether paid by the contractor or any subcontractor, shall be transmitted by the contractor to such office as may be designated by the Works Progress Administration. The contractor and each subcontractor shall submit reports at such times and on such forms as may be required by the Works Progress Administration, covering purchases of, and requisitions for, materials, together with such other information as may be required to determine the progress and status of the completion of the work on the project. Such pay rolls shall be sworn to in accordance with the "Regulations Issued Pursuant to So-called Kick-back Statute", issued jointly by the Secretary of the Treasury and the Secretary of the Interior on January 12, 1935, a copy of which is herein elsewhere set forth.

5. Accident Prevention.—Precaution shall be exercised at all times for the protection of persons and property. The safety provisions of applicable laws, building and construction codes shall be observed. Machinery and equipment and other hazards shall be guarded in accordance with the safety provisions of the Manual of Accident Prevention in Construction, published by the Associated General Contractors of America, to the extent that such provisions are not inconsistent with applicable law or regulation.

6. Insurance.—The contractor shall not commence work under this contract until he has obtained all insurance required under this paragraph and such insurance has been approved by the Owner and the State Director, nor shall the contractor allow any subcontractor to commence work on his subcontract until all similar insurance required of the subcontractor has been so obtained and approved.

(*a*) *Compensation Insurance.*—The contractor shall take out and maintain during the life of this contract adequate Workmen's Compensation Insurance for all his employees employed at the site of the project and, in case any work is sublet, the contractor shall require the subcontractor similarly to provide Workmen's Compensation Insurance for the latter's employees, unless such employees are covered by the protection afforded by the contractor. In case any class of employees engaged in hazardous work under the contract at the site of the project is not protected under the Workmen's Compensation statute, or in case there is no applicable Workmen's Compensation statute, the contractor shall provide, and shall cause each subcontractor to provide, ------------------------------------ for the protection of his employees not otherwise protected.

(*b*) *Public Liability and Property Damage Insurance.*—The contractor shall take out and maintain during the life of this contract such Public Liability and Property Damage insurance as shall protect him and any subcontractor performing work covered by this contract, from claims for damages for personal injury, including wrongful death, as well as from claims for property damages, which may arise from operations under this contract, whether such operations be by himself or by any subcontractor or anyone directly or indirectly employed by either of them. The amounts of such insurance shall be as follows:

Public Liability Insurance in an amount not less than $
for injuries, including wrongful death, to any one person, and, subject to the same limit for each person, in an amount not less than $, on account of one accident, and Property Damage Insurance in an amount not less than $.

Provided, however, that the Owner, with the approval of the State Director, may accept insurance covering a subcontractor in character and amounts less than the standard requirements set forth under this subparagraph (*b*) where such standard requirements appear excessive because of the character or extent of the work to be performed by such subcontractor.

(*c*) The following special hazards shall be covered by rider or riders to the policy or policies required under subparagraph (*b*) hereof or by separate policies of insurance in amounts as follows:

------------------------------------ ------------------

------------------------------------ ------------------

7. Materials.—(*a*) *Domestic.*—In the performance of this contract the contractor, subcontractors, materialmen, or suppliers shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States, except, unless otherwise required by law, foreign materials, articles, or supplies may be purchased if the foreign materials, articles, or supplies are lower in cost after the following differentials are applied in favor of domestic articles, materials, or supplies:

On purchases where the foreign bid is $100 or less, a differential of 100% will apply;

On purchases where the foreign bid exceeds $100, but is less than $10,000, a differential of 25% will apply;

On purchases where the foreign bid is $10,000 or more, a differential of 15% will apply.

(*b*) *Convict Made.*—No materials manufactured or produced in a penal or correctional institution shall be used on or incorporated in the project, unless required by law.

8. Inspection.—(*a*) The Administrator, through his authorized agents, and the Works Progress Administration, through its authorized agents, shall have the right to inspect all work and materials, shall have access to all pay rolls, records of personnel, invoices of material, and all other data and records relevant to the performance of this contract.

(*b*) Facilities shall be provided as set forth in the specifications for the use of the Government Inspector.

9. Construction Reports.—The contractor shall submit to the Owner schedules of the cost of labor, costs and quantities of materials and other items, supported as to correctness by such evidence as, and in such form as, the Administrator through his authorized agents may require. Submission of this information shall be a condition precedent to any payment under this contract. In addition to any records herein required, the following records, on forms to be furnished by the Public Works Administration, are required:

(1) Detailed Estimate (Contract "break-down").
(2) Construction Schedule (Chart of Contemplated Progress).
(3) Periodical Estimates for Partial Payment.

10. Department of Labor Reports.—The contractor and each subcontractor shall report to the United States Department of Labor monthly, within five days after the close of each calendar month upon forms to be prescribed, and in accordance with instructions to be furnished, by the United States Department of Labor, covering the number of persons on their respective pay rolls directly connected with the project, the aggregate amounts of such pay rolls and the man-hours worked, and an itemized statement of the total expenditures for materials. The contractor shall also furnish to the United States Department of Labor the names and addresses of all subcontractors on the work at the earliest date practicable.

11. Payments.—(*a*) The contractor shall provide all labor, services, materials, and equipment necessary to perform and complete the work under this contract. Except as otherwise approved by the Owner and the State Director, the contractor (1) shall pay for in full all transportation and utility services on or before the 20th day of the month following the calendar month in which such services are rendered, and (2) shall pay for all materials, tools, and other expendible equipment, to the extent of 90 percent of the cost thereof, on or before the 20th day of the month following the calendar month in which such materials, tools, and equipment are delivered to the Project, and the balance of the cost within 30 days after completion of that part of the work in or on which such materials, tools, and other equipment are incorporated or used.

(*b*) In the absence of other provisions in this contract more favorable to the subcontractor, the contractor shall pay each subcontractor, within five days after each payment made to the contractor, the amount allowed the contractor for and on account of the work performed by the subcontractor, to the extent of the subcontractor's interest therein.

(*c*) Within the first 15 days of each calendar month the Owner will make partial payment to the contractor for work performed during the preceding calendar month on estimate certified by the contractor, the Owner, and the Government Inspector. Except as otherwise provided by law, 10 percent of each approved estimate shall be retained by the Owner until final completion and acceptance of all work covered by this contract, provided that at any time after 50 percent of the work covered by this contract has been completed, if progress satisfactory to the Owner and the Government Inspector is being made in accordance with the terms of this contract, subsequent approved estimates will be paid in full unless otherwise provided in this contract.

(*d*) Compliance with the provisions of subparagraphs (*a*) and (*b*) of this paragraph is a condition precedent to partial payment under subparagraph (*c*) hereof.

12. Wage Claims and Adjustments.—In cases of underpayment of wages, the Owner will withhold from the contractor out of payments due an amount sufficient to pay persons employed on the work covered by this contract the difference between the wages required to be paid under this contract and the wages actually paid such employees for the total number of hours worked. The amounts withheld shall be disbursed by the Owner, for and on account of the contractor, to the respective employees to whom they are due.

13. Signs.—The contractor shall furnish signs bearing the legend:

"Federal Works Project No. ——
Public Works Administration"

as required in the specifications and shall erect the same at such locations as may be designated by the Government Inspector.

14. Observance of Rules.—All reasonable requirements which the Administrator or his authorized agents may make toward the effectuation of the matters covered in these Construction Regulations shall be observed in the performance of the work.

15. Subcontracts.—(*a*) The contractor shall perform, directly and without subcontracting, not less than 25 percent of the construction, to be calculated on the basis of the total contract price. No part of this contract shall be sublet without the approval of the Owner and the State Director.

(*b*) If the contractor shall sublet any part of this contract, the contractor shall be as fully responsible to the Owner for the acts and omissions of his subcontractor and of the persons either directly or indirectly employed by his subcontractor, as he is for the acts and omissions of persons directly employed by himself.

(*c*) Paragraphs 1 to 5 inclusive, 7 to 10 inclusive, 11 (a) and (b), 14, 18, 19, 20, the Regulations Issued Pursuant to So-called "Kick Back Statute" and the penalty clauses set forth in Section 9 of the Act and Section 35 of the Criminal Code, as amended, shall be inserted verbatim in all construction subcontracts under this contract.

16. Assignment of Contract.—The contractor shall not assign this contract or any part hereof without the approval of the Owner and State Director, nor without the consent of surety unless the surety has waived its right to notice of assignment.

17. Termination for Breach.—In the event that any of the provisions of this contract are violated by the contractor or by any of his subcontractors, the Owner may, subject to the approval of the State Director, and shall, upon request of the Administrator, serve written notice upon the contractor and the surety of its intention to terminate such contract, such notices to contain the reasons for such intention to terminate the contract, and, unless within 10 days after the serving of such notice upon the contractor such violation shall cease and satisfactory arrangement for correction be made, the contract shall, upon the expiration of said 10 days, cease and terminate. In the event of any such termination, the Owner shall immediately serve notice thereof upon the surety and the contractor, and the surety shall have the right to take over and perform the contract, provided however, that if the surety does not commence performance thereof within 30 days from the date of the mailing to such surety of notice of termination, the Owner may take over the work and prosecute the same to completion by contract for the account and at the expense of the contractor, and the contractor and his surety shall be liable to the Owner for any excess cost occasioned the Owner thereby, and in such event the Owner may take possession of and utilize in completing the work, such materials, appliances, and plant as may be on the site of the work and necessary therefor.

18. Priority of Construction Regulations.—Any provisions of this contract in conflict or inconsistent with the requirements of these Regulations, except such provisions as are required by applicable law or regulation, shall be void to the extent of such conflict or inconsistency.

19. Definitions.—The following terms as used in this contract are respectively defined as follows:

"Act": The Emergency Relief Appropriation Act of 1935.

"P. W. A." or "Public Works Administration": The Federal Emergency Administration of Public Works.

"Administrator": The Federal Emergency Administrator of Public Works.

"State Director": State Director (P. W. A.), his duly authorized representative or any person designated by the Administrator to perform his duties or functions.

"Government Inspector": The representative of the Inspection Division (P. W. A.).

"Owner": The public body, agency or instrumentality which is a party hereto and for which this contract is to be performed.

"Emergency": A temporary unforeseen occurrence or combination of circumstances which endangers life or property and calls for immediate action or remedy.

"Material": Materials incorporated in the project, or used or consumed in the performance of the work.

"Subcontractor": A person, firm, or corporation supplying labor and materials or labor for work at the site of the project.

"Work at Site of Project": Work to be performed, including work normally done, on the location of the project.

20. *Paragraphs 1, 2(a), (b) and (c), 3(a) (1) and (2), 4(e), 8(a) and 10 incorporate rules and regulations issued by the President under the authority of section 6 of the Act. Any willful violation of any such rule or regulation is punishable by fine of not to exceed $1,000.*

REGULATIONS ISSUED PURSUANT TO SO-CALLED "KICK-BACK STATUTE"

Pursuant to the provisions of Public Act No. 324, Seventy-third Congress, approved June 13, 1934 (48 Stat. 948), concerning rates of pay for labor, the Secretary of the Treasury and the Secretary of the Interior hereby jointly promulgate the following regulations:

Section 1. Said Act reads as follows:

> To effectuate the purpose of certain statutes concerning rates of pay for labor, by making it unlawful to prevent anyone from receiving the compensation contracted for thereunder, and for other purposes.
>
> *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whoever shall induce any person employed in the construction, prosecution, or completion of any public building, public work, or building or work financed in whole or in part by loans or grants from the United States, or in the repair thereof to give up any part of the compensation to which he is entitled under his contract of employment, by force, intimidation, threat of procuring dismissal from such employment, or by any other manner whatsoever, shall be fined not more than $5,000, or imprisoned not more than five years, or both.
>
> Sec. 2. To aid in the enforcement of the above section, the Secretary of the Treasury and the Secretary of the Interior jointly shall make reasonable regulations for contractors or subcontractors on any such building or work, including a provision that each contractor and subcontractor shall furnish weekly a sworn affidavit with respect to the wages paid each employee during the preceding week.

Section 2. Each contractor and subcontractor engaged in the construction, prosecution, or completion of any building or work of the United States or of any building or work financed in whole or in part by loans or grants from the United States, or in the repair thereof, shall furnish each week an affidavit with respect to the wages paid each employee during the preceding week. Said affidavit shall be in the following form:

State of ____________________
County of ____________________, *ss:*

I, ______________________________ (name the party signing affidavit) ____________________ (Title), do hereby certify that I am (the employee of) ______________________________ (name of contractor or subcontractor) who supervises the payment of the employees of said contractor (subcontractor); that the attached pay roll is a true and accurate report of the full weekly wages due and paid to each person employed by the said contractor (subcontractor) for the construction of ________________________ (project), for the weekly pay roll period from the ______ day of ____________________, 193 , to the ______ day of ____________________, 193 ; that no rebates or deductions from any wages due any such person as set out on the attached pay roll have been directly or indirectly made; and that, to the best of my knowledge and belief, there exists no agreement or understanding with any person employed on the project, or any person whatsoever, pursuant to which it is contemplated that I or anyone else shall, directly or indirectly, by force, intimidation, threat or otherwise, induce or receive any deductions or rebates in any manner whatsoever from any sum paid or to be paid to any person at any time for labor performed or to be performed under the contract for the above named project.

Sworn to before me this ______ day of ____________________, 193 .

Section 3. Said affidavit shall be executed and sworn to by the officer of employee of the contractor or subcontractor who supervises the payment of its employees.

Said affidavit shall be delivered, within three days after the payment of the pay roll to which it is attached, to the Government representative in charge at the site of the particular project in respect of which it is furnished, who shall forward the same promptly to the Federal agency having control of such project. If no Government representative is in charge at the site, such affidavit shall be mailed within such three-day period to the Federal agency having control of the project.

Section 4. At the time upon which the first affidavit with respect to the wages paid to employees is required to be filed by a contractor or subcontractor pursuant to the requirements of these regulations, there shall also be filed in the manner required by Section 3 hereof a statement under oath by the contractor or subcontractor, setting forth the name of its officer or employee who supervises the payment of employees, and that such officer or employee is in a position to have full knowledge of the facts set forth in the form of affidavit required by Section 2 hereof. A similar affidavit shall be immediately filed in the event of a change in the officer or employee who supervises the payment of employees. In the event that the contractor or subcontractor is a corporation, such affidavit shall be executed by its president or a vice president. In the event that the contractor or subcontractor is a partnership, such affidavit shall be executed by a member of the firm.

Section 5. These regulations shall be made a part of each contract executed after the effective date hereof by the Government for any of the purposes enumerated in Section 2 hereof.

Section 6. These regulations shall become effective on January 15, 1935.

The clause in the pay-roll affidavit which reads "* * * that the attached pay roll is a true and accurate report of the full weekly wages due and paid to each person employed by the said contractor * * *" is construed by the Public Works Administration to mean:

(*a*) Wages due are the wages earned during the pay period by each person employed by the contractor, less any deductions required by law.

(*b*) At the time of signing the affidavit, the wages due each employee have either been paid to him in full or are being held subject to claim by him.

(*c*) Such unpaid wages will be paid in full on demand of the employee entitled to receive them.

The clause "* * * that no rebates or deductions from any wages due any such person as set out on the attached pay roll have been directly or indirectly made" does not apply to any legitimate deductions mentioned above which enter into the computation of full weekly wages due.

The "Regulations Issued Pursuant to So-Called Kick-back Statute" shall not be construed to prohibit deductions required by law or deductions for health, sickness, unemployment, or other similar benefits voluntarily authorized by permanent employees of equipment suppliers engaged in installation of the equipment at the site of the project.

PENALTY.

Section 9 of the Emergency Relief Appropriation Act of 1935, reads as follows:

> "Any person who knowingly and with intent to defraud the United States makes any false statement in connection with any application for any project, employment, or relief aid under the provisions of this joint resolution, or diverts, or attempts to divert, or assists in diverting for the benefit of any person or persons not entitled thereto, any moneys appropriated by this joint resolution, or any services or real or personal property acquired thereunder, or who knowingly, by means of any fraud, force, threat, intimidation, or boycott, deprives any person of any of the benefits to which he may be entitled under the provisions of this joint resolution, or attempts so to do, or assists in so doing, shall be deemed guilty of a misdemeanor and shall be fined not more than $2,000 or imprisoned not more than 1 year, or both."

Section 35 of the Criminal Code, as amended, provides a penalty of not more than $10,000 or imprisonment of not more than 10 years, or both, for knowingly and willfully making or causing to be made "any false or fraudulent statements * * * or use or cause to be made or used any false * * * account, claim, certificate, affidavit, or deposition, knowing the same to contain any fraudulent or fictitious statement * * *" relating to any matter within the jurisdiction of any governmental department or agency.

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FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

WASHINGTON, D. C.

SEP 19 1936

IN REPLY PLEASE REFER TO

To the Applicant:

It is imperative that work on the project covered by the attached Offer be commenced prior to November 15, 1936 and that it will reach a substantial peak before March 1, 1937, and that the project will be completed before November 1, 1937. Accordingly, a covenant in the following language must be contained in the resolution or ordinance adopted by the Applicant accepting the Offer:

> "It is hereby covenanted that work on the project described in the Offer will be commenced as early as possible but in no event later than November 15, 1936; that the work will be planned so that it will reach a substantial peak before March 1, 1937; and that the project will be completed by November 1, 1937."

If for any reason it is impossible to comply with this requirement the Offer should not be accepted but should be returned immediately to the State Director with a statement of the reasons therefor.

You are further advised, that in case it is possible to covenant as above, the Offer should be accepted not later than ten days from the date of its receipt. Prompt action in this respect is essential if the allotment of funds is to be kept available for the construction of your project.

Sincerely yours,

Horatio B Hackett

HORATIO B. HACKETT
Assistant Administrator

P. W. 61168-44

FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

Washington, D. C.,
Dated: SEP 19 1936

Docket No. Oreg. 1169-R.

State Highway Commission of
the State of Oregon,

Salem, Oregon.

Subject to the Rules and Regulations (PWA Form No. 179, as amended to date) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights-of-way therefor (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $24,231.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By Horatio B Hackett
Assistant Administrator.

PWA Form No. 181
September 16, 1935

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

HAROLD L. ICKES, ADMINISTRATOR
WASHINGTON

ACCEPTANCE RECORD MEMORANDUM

Suggested forms to be followed by applicants in accepting Government's offer to aid, by way of grant, in financing the construction of public works projects.

16—4806

NOTE

The acceptance of the Government's offer to aid by way of grant in financing the construction of a public works project should be authorized at a regular or duly called special meeting of the applicant's governing body. If the acceptance is authorized at a special meeting, satisfactory evidence should be furnished that such special meeting was properly held. Herein will be found a suggested form of notice of a special meeting. There are also forms for the resolution authorizing the acceptance of the Government's offer and for furnishing certified extracts of the minutes of the meeting at which the acceptance resolution is adopted. It should be noted that the forms refer to a resolution, but if the proceedings necessary for entering into the type of contract resulting from the acceptance of the Government's offer must be taken by ordinance, order, motion, or other method, such other method should be employed; and if a special meeting of the governing body must be called in a manner not consistent with the form suggested herein, appropriate changes to conform to these requirements should be made in the suggested forms, since these forms must be adapted to the law and the facts of the particular case.

If under the statutes or the applicant's charter, the resolution cannot be adopted at the meeting at which it was introduced, the forms should be modified satisfactorily to show that such statutory or charter requirements have been observed. If it is possible to suspend any rules which would prevent the final adoption of the resolution at the meeting at which it is introduced, and such rules are suspended, the minutes should show that such rules were validly suspended. Where a resolution adopted by the governing body must contain the approving signature of designated officers before such resolution becomes valid, provision should be made in the attached form of resolution for such approval and in the form of minutes to show that such approvals were made in the place, at the time and by the officers provided by the laws relating thereto.

If the procedure employed for authorizing acceptance of the Government's offer requires publication before the proceedings become effective, proof of publication should be attached, and if such proceedings do not become effective until a particular period of time has expired within which a referendum on the question of accepting the Government's offer may be requested by the voters, satisfactory proof that no such petition has been filed within the required time should be furnished.

It should be noted that these forms are only suggestions, and should be followed only to the extent permitted by local law and the facts of a particular case. The acceptance resolution and the minutes relating thereto should be prepared in triplicate and forwarded to the State Office.

NOTICE OF SPECIAL MEETING *

To the ________________________ of the ________________________

of the ________________________

Notice is hereby given that a special meeting of the ________________________

of ________________________ will be held in the ________________________

at the ________________________ at ________ o'clock ______ M. on the ________ day of

________________, 19____, for the purpose of considering an offer of the United States of America to aid by way of a grant in financing the construction of ________________________

____

and adopting a resolution approving and authorizing the acceptance of such offer.

Dated this ________ day of ________________, 19____.

____

____

CONSENT TO MEETING *

We, the undersigned members of the ________________________

of the ________________________, hereby accept service of the foregoing notice, waiving any and all irregularities in such service and such notice, and consent and agree that said ________________________ shall meet at the time and place therein named, and for the purpose therein stated.

________________________ ________________________

________________________ ________________________

________________________ ________________________

---

* This form to be used only if a special meeting is to be held. If a regular meeting is to be held, omit this form and the first paragraph on page 4.

EXTRACTS FROM THE MINUTES OF A (REGULAR) (SPECIAL) MEETING OF THE ____________

____________ HELD ON THE ________ DAY OF ____________, 19____

A special meeting of the ____________ of ____________,

held pursuant to the preceding call of the ____________, was held on the ________ day

of ____________, 19____

or

A regular meeting of the ____________ of ____________

was held on the 1 day of Oct, 1931

The meeting was called to order by the ____________ and on roll call the following

answered present: H ' — 2 1 3 c — —

dso 13 — —

The following were absent: ____________

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of ____________

the following Resolution, numbered ________, and entitled "A Resolution Accepting the Offer of the United States to the ____________ to Aid by Way of Grant in Financing the Construction of ____________ was proposed by ____________, and read in full:

(RESOLUTION NO. 1)

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE State J C TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF ____________

Be it resolved by the G S I C

Section 1. That the offer of the United States of America to the S J C

to aid by way of grant in financing the construction of ____________ a copy of which offer reads as follows:

(Here insert offer in full)

be and the same is hereby in all respects accepted, th state for

SECTION 2. That said S I. and ---------- agrees to abide by all the rules and regulations relating to such grant a copy of which ~~rules and~~ and further regulations were annexed to the Government's offer and made a part thereof. Here put in separate covenant relative to commencement of construction.

SECTION 3. That the FMD ---------- be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Cm ---------- in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

The above resolution was seconded by E B C ----------

and was adopted, with the following voting aye: ----------

----

and the following voting nay: ----------

The Ch ---------- thereupon declared said Resolution carried and the Ch Cm ---------- thereupon signed said Resolution in approval thereof.

CERTIFICATE OF CLERK (OR OTHER RECORDING OFFICER)

I, ________________________, the duly elected, qualified and acting S ________________ of ~~the~~ ________________________ of ________________________, do hereby certify that the attached copy of the extracts of the minutes of a (regular) (~~special~~) meeting of the ________________________ of ~~the~~ ________________________ held on the 1 ________ day of ct ________________ 19......, is a true, correct, and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the Resolution appearing in such minutes, entitled "A Resolution Accepting the Offer of the United States to the Slib J a ________________________ To Aid by Way of Grant in Financing the Construction of ________________________ ________________________", is a true, correct, and compared copy of the original Resolution adopted at said meeting, which Resolution is on file and of record.

Witness my hand and the seal ~~of the said~~ ________________________ this ________ day of ________________________, 19......

____

[SEAL]

U.S. GOVERNMENT PRINTING OFFICE 16—4396

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

WASHINGTON, D. C.

SEP 19 1936

IN REPLY PLEASE REFER TO

To the Applicant:

It is imperative that work on the project covered by the attached Offer be commenced prior to November 15, 1936 and that it will reach a substantial peak before March 1, 1937, and that the project will be completed before November 1, 1937. Accordingly, a covenant in the following language must be contained in the resolution or ordinance adopted by the Applicant accepting the Offer:

> "It is hereby covenanted that work on the project described in the Offer will be commenced as early as possible but in no event later than November 15, 1936; that the work will be planned so that it will reach a substantial peak before March 1, 1937; and that the project will be completed by November 1, 1937."

If for any reason it is impossible to comply with this requirement the Offer should not be accepted but should be returned immediately to the State Director with a statement of the reasons therefor.

You are further advised, that in case it is possible to covenant as above, the Offer should be accepted not later than ten days from the date of its receipt. Prompt action in this respect is essential if the allotment of funds is to be kept available for the construction of your project.

Sincerely yours,

HORATIO B. HACKETT
Assistant Administrator

[illegible]
Jacks
SEP 1 9 1936

P. W. 61168-44

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

Washington, D. C.,
Dated: SEP 1 9 1936
Docket No. Oreg. 1169-R.

State Highway Commission of
the State of Oregon,

Salem, Oregon.

Subject to the Rules and Regulations (PWA Form No. 179, as amended to date) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights-of-way therefor (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $24,231.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) Horatio B. Hackett
Assistant Administrator.

FORM 2-A-1 · 10M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Attorney
Building

RECEIVED
JUL 11 1936
LEGAL DEPT

Dear Mr. Devers:

I am returning to you herewith several copies of the resolutions you prepared for adoption by the State Highway Commission on July 8 authorizing Mr. Baldock to make application for grant to aid in financing the construction of two bridges in Benton County.

You were going to revise this resolution in view of the fact that Judge Tou Velle was not present at the meeting. I also note that the resolution reads that the meeting was held in the auditorium of the Public Service Building in Portland whereas it was actually held in room 1205, Benson Hotel.

Will you kindly furnish me with a revised copy of the resolution when you have prepared the same.

Very truly yours,

H. B. Glaisyer

H. B. Glaisyer
Secretary

HBG:AM

Enc.

Portland, Oregon, July 8th, 1936.

The Oregon State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building.

The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission, constituting a quorum and authorized to transact business under the authority and provision of Section 44-108, Oregon Code 1930, answered present: Henry F. Cabell and E. B. Aldrich. There were also present the following: R. H. Baldock, State Highway Engineer, J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission, and H. B. Glaisyer, Secretary to the Highway Commission.

* * * * * * *

The Commission had under discussion the matter of an application to the Federal Emergency Administration of Public Works for a grant to aid in financing the construction of approximately 1.2 miles of roadway grading and surfacing and two bridges on the Alsea-Deadwood Secondary Highway in Benton County, Oregon, and after due consideration of said matters Commissioner Aldrich offered the following resolution, which resolution having received the unanimous vote of said two commissioners was by the Chairman declared adopted:

A RESOLUTION AUTHORIZING THE STATE HIGHWAY ENGINEER TO FILE AN APPLICATION TO THE UNITED STATES OF AMERICA, THROUGH THE FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS, FOR A GRANT TO AID IN FINANCING THE CONSTRUCTION OF APPROXIMATELY 1.2 MILES OF ROADWAY GRADING AND SURFACING AND TWO BRIDGES ON THE ALSEA-DEADWOOD SECONDARY HIGHWAY IN BENTON COUNTY, OREGON.

Be it resolved by the Oregon State Highway Commission:

1. That R. H. Baldock, as State Highway Engineer, be and he hereby is authorised to execute and file an application on behalf of the Oregon State Highway Commission to the United States of America for a grant to aid in financing the construction of approximately 1.2 miles of roadway grading and surfacing and two bridges on the Alsea-Deadwood Secondary Highway in Benton County, Oregon.

2. That the said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America, through the Federal Emergency Administration of Public Works, may reasonably request in connection with the application which is herein authorised to be filed.

STATE OF OREGON,)
ss.
COUNTY OF MARION,)

I, H. B. Glaisyer, the duly elected, qualified and acting Secretary of the Oregon State Highway Commission, do hereby certify that I have compared the attached copy of resolution entitled " A RESOLUTION AUTHORIZING THE STATE HIGHWAY ENGINEER TO FILE AN APPLICATION TO THE UNITED STATES OF AMERICA, THROUGH THE FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS, FOR A GRANT TO AID IN FINANCING THE CONSTRUCTION OF APPROXIMATELY 1.2 MILES OF ROADWAY GRADING AND SURFACING AND TWO BRIDGES ON THE ALSEA-DEADWOOD SECONDARY HIGHWAY IN BENTON COUNTY, OREGON." and designating R. H. Baldock to furnish such information as the Government may request, with the original of such resolution on file in the office of the State Highway Commission at Salem, Oregon, and that the same is a true and correct copy of such resolution which was regularly adopted at a meeting of the said Commission duly held on the 8th day of July, 1936.

Dated this 15th day of July, 1936.

Secretary
Oregon State Highway Commission

CONTRACT# 1933

FAP 115-G North Fork Nehalem River 1936
Sec., Oregon Coast Hwy.
~~#2001~~ #[illegible]

COMMISSIONERS
[illegible], CHAIRMAN, PORTLAND
[illegible]
[illegible], CANYONVILLE
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

REFER TO FILE NO.
IN REPLY PLEASE

RECEIVED
JUL 1 [illegible] 194[illegible]
FOR [illegible]

4d

115 - G

March 4, 1941

Mr. W. H. Lynch, District Engineer,
Public Roads Administration,
Box 3900,
Portland, Oregon.

Dear Mr. Lynch:

You have already been informed by this office with respect to the claim made by William Van Cleave against Dolan Construction Company that so far as the Highway Commission is concerned no further consideration is being given to Mr. Van Cleave's claim.

I made several attempts to comply with Mr. Van Cleave's request for a conference but he never attended a conference when one was arranged. When the last conference was arranged it was attended by Mr. Dolan and his attorney, a representative of the surety company, and yourself and Mr. Tom Davis, representing the Bureau, and after that conference I notified Mr. Van Cleave that so far as the Highway Commission is concerned the subject is closed.

You are therefore advised that should Mr. Van Cleave be able to establish in the future any claim in connection with the jobs involved the State will protect the Federal Government against any such claim. You are requested, therefore, to make final payment to the State of any moneys due in connection with said contract or contracts. Should the Government make final payment at this time, such payment will be with the understanding that any claim which Mr. Van Cleave may be able to establish by law against the contractor will be taken care of by the State.

Yours very truly,

J. M. DEVERS

JMD:FW

cc S. H. Probert
R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

4d

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 31, 1941

REFER TO FILE NO.
IN REPLY PLEASE

REFERRED TO
Mr. Glaisyer
By Chief Engineer
agenda

Mr. R. H. Baldock,

Office.

Dear Sir:

With respect to the claim which William Van Cleave has from time to time urged against the Dolan Construction Company in connection with state highway contract No. 1933 for the construction of a bridge over the North Fork Nehalem River, and also in connection with state highway contract No. 2004 for certain oiling work in Tillamook County, wish to advise that in my opinion his claim is without merit or support.

I have on two or three occasions at Mr. Van Cleave's request arranged for a hearing or conference between Mr. Van Cleave, the Dolan Construction Company, the surety company and the Public Roads Administration, but each time Mr. Van Cleave has failed to find it convenient to attend the hearing, although it was requested by him. The most recent request was made on January 11, 1941, and on January 15, 1941, I advised Mr. Van Cleave that a conference would be held in this office on January thirtieth at two o'clock.

In response to notice Mr. Dolan, Mr. Winslow his attorney, Mr. W. H. Lynch and Mr. Tom Davis, of the Public Roads Administration, Mr. Boyd of the United States Fidelity & Guaranty Company, and Mr. Ray Webber of the Highway Department were here promptly at the hour set and waited for more than an hour, but Mr. Van Cleave did not show up. It is my advice, therefore, that this transaction and controversy be deemed closed so far as the Highway Commission is concerned and the the Highway Commission make application to the Public Roads Administration for final payment of the money due the State from the Federal Government. Payment by the Federal Government of the balance due the State should be with the understanding and representation that the State will assume any responsibility with respect to the denial of the Van Cleave claim.

A copy of this letter is enclosed for you to send to the Public Roads Administration and I enclose a copy of a letter which I have today written to the Public Roads Administration.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
cc Mr. William Van Cleave
Mr. George Winslow
Mr. W. H. Lynch
U. S. F. & G. Company

M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

REFER TO FILE NO.
IN REPLY PLEASE

January 31, 1941

Mr. F. H. Lynch,
District Engineer,
Public Roads Administration,
Box 3900,
Portland, Oregon.

Dear Mr. Lynch:

In response to a notice which I sent to you, Mr. Dolan, and the United States Fidelity & Guaranty Company you and your associate, Mr. Davis, met in this office at two o'clock January 30, 1941, for the purpose of listening to Mr. William Van Cleave present a claim which he has been urging against the Dolan Construction Company in connection with state highway contract No. 1933, for the construction of the bridge over the North Fork Nehalem River, and also in connection with state highway contract No. 2004, on which the Dolan Construction Company was a subcontractor. Attending the conference also were Mr. Dolan, and his attorney Mr. Winslow, Mr. Boyd, representing the surety company, as well as representatives of the Highway Department. Mr. Van Cleave did not show up at all.

I have on other occasions attempted to fix a date for Mr. Van Cleave to have a hearing but he has never yet attended a conference, although they have been requested by him. I have notified Mr. Van Cleave that so far as the Highway Commission is concerned the record is deemed closed with respect to any claim that Mr. Van Cleave may present concerning the job in question.

I have gone into the facts and circumstances surrounding this controversy and I am advised by the representative of the Highway Department who was assigned to the job that the work was carried out according to the provisions of the contract, and that the rules and regulations with respect to labor were complied with. I know of no ground on which Mr. Van Cleave can establish his claim, and I have therefore advised the Highway Commission to treat the entire transaction as closed, and I have further advised the Commission that it should apply to the Public Roads Administration for the final payment due from the Government to the State, and that in accepting such final payment the Commission assume responsibility with respect to the Van Cleave claim.

Mr. F. H. Lynch [illegible] January 31, 1941

Mr. Van Cleave, it appears, has employed three different law firms to represent him in connection with this particular claim and in one instance went so far as to commence a lawsuit against the [illegible]struction Company, and then later, through his attorneys, abandoned the same. I am advised that the various attorneys employed by him have advised him that his claim is without merit. It is likewise my opinion that Mr. Van Cleave has no claim which he can establish or maintain against the [illegible] Company in connection with the contracts under discussion.

Yours very truly,

J. M. DEVERS

JMD:[illegible]

Mr. W. H. Lynch -2- January 31, 1941

Mr. Van Cleave, it appears, has employed three different law firms to represent him in connection with this particular claim and in one instance went so far as to commence a lawsuit against the Dolan Construction Company, and then later, through his attorneys, abandoned the same. I am advised that the various attorneys employed by him have advised him that his claim is without support. It is likewise my opinion that Mr. Van Cleave has no claim which he can establish or maintain against the Dolan Construction Company in connection with the contracts under discussion.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 20 1940
FOR FILING

115 - G

June 17, 1940

Mr. William Van Cleave,
310 Oregon Building,
Portland, Oregon.

NOTED
State Highway Engineer

Dear Mr. Van Cleave:

In your letter of June eleventh you say that you have not been advised of a new date for the conference concerning your controversy with the Dolan Construction Company.

I have almost abandoned hope of getting a conference. I have set three or four dates and then before the time would arrive somebody would find they couldn't be there. I think that on at least two of the selected dates you found it impossible to attend.

I am going to try once more to get a conference date and if the conference is not held on that date, then I am going to recommend to the Public Roads Administration and the Highway Commission that so far as those two bodies are concerned the controversy be closed.

Yours very truly,

J. M. DEVERS

JMD:PW

cc W. H. Lynch
H. G. Smith
R. H. Baldock ✓

FORM 2-K-1 2M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 9 1941
FOR FILING

115-G

May 6, 1939

Mr. H. B. Glaisyer,

Office.

Dear Sir:

I have been asked to try to work out or unravel in some way or other the controversy between Van Cleave and Van Cleave and the Dolan Construction Company, and to that end and for that purpose I have sent out some letters trying to provide for a conference to be attended by the interested parties.

In reading the files involving the contract in connection with which this controversy has arisen, I find a carbon copy of a letter written by you under date of November 12, 1937, to Van Cleave and Van Cleave, which letter I believe was in answer to Van Cleave's letter of a previous date, in which they asked that we withhold payment to the Dolan Construction Company. In your letter you said: "I regret that we cannot comply with your request due to the fact that it is contrary to the established policy of the Highway Commission to withhold payments to contractors in such manner. We offer as protection for your claim, however, the bond furnished by the Dolan Construction Company in connection with its job. I would suggest that you make a demand of the surety on this bond for the payment of your claim. * * *"

I don't believe that we can sustain a refusal to withhold funds from the contractor when notified by a creditor on that particular job. It is true that a bond is required to guarantee or insure the payment of labor and material claims, but the statute authorized the Highway Commission when labor claims are unpaid to pay the claims and charge the amount against the contract. Then, too, there often are claims which are legitimate claims against the job, but for which the surety cannot be held responsible, and if we confine a claimant or creditor to the bond alone there may be instances where he would lose out. May I suggest, therefore, that in the future when creditors or claimants write in we call the attention of the contractor to the claim and also bring it to the attention of the surety company, and if a creditor asks that we withhold money from the contractor, I think his request should have some consideration. Investigation may prove that the claim is unfounded and an injustice would be done the contractor if we withheld money, but in that case we can reach whatever decision is warranted by the particular facts.

H. B. Glaisyer May 6, 1939

In this particular case Van Cleave and Van Cleave are claiming that when they notified us to withhold the funds they expected they would get protection and they are sort of blaming us for paying the contractor without requiring the contractor to satisfy his debts incurred in connection with the performance of the work.

I am not writing this by way of criticism at all, I am simply trying to discuss a subject which may arise again and in connection with which I think we should work out some definite policy.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED
APR 28 1939
FOR FILING

FAP 115-G

OREGON STATE HIGHWAY COMMISSION

SALEM

April 26, 1939

Van Cleave & Van Cleave,

Hoevet, Oregon.

Gentlemen:

Some several days ago you called at my house with respect to a case that you said was pending in Clatsop County, which involved a controversy growing out of your highway contract in which the Bureau of Public Roads is interested, and at that time you told me that you planned to go to Astoria on the following Monday to take some proceeding with respect to an action pending there concerning this same controversy.

Will you please tell me what is the status of the matter now? The Bureau of Public Roads is asking that the controversy in some way or other be cleaned up so that the project can be closed on not only the books of the Highway Commission but the books of the Bureau.

I shall appreciate an early reply.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
H. B. Glaisyer ✓

NOTED
H B GLAISYER

RECEIVED
APR 28 1939
FOR FILING

115-6

April 26, 1939

Mr. Irving C. Allen
Lawyer
City Hall
Seaside, Oregon

Dear Mr. Allen:

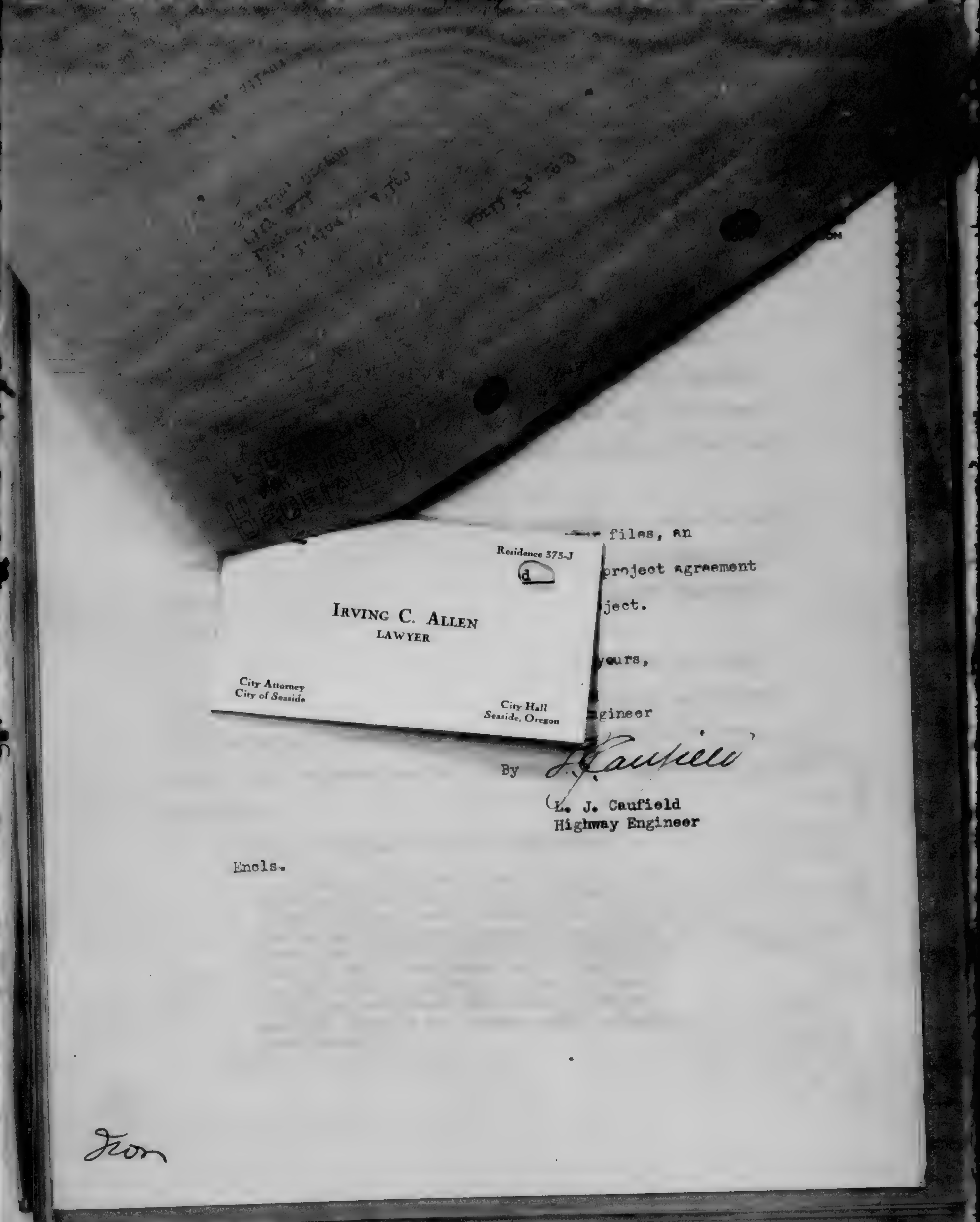
In accordance with your request of yesterday we are handing you herewith a photostatic copy of the affidavit of claim of Homer F. Dickson in connection with the Dolan Construction Company contract, No. 1933. We are also returning your carbon copy.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MM



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project agreement

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yours,

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Residence 373-J

d

IRVING C. ALLEN
LAWYER

City Attorney
City of Seaside

City Hall
Seaside, Oregon

By L. J. Caufield

L. J. Caufield
Highway Engineer

Encls.

Iron

RECEIVED
APR 24 1939
FOR FILING

RECEIVED
APR 21 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 115-G,
North Fork Nehalem R.Section,
Oregon Coast Highway.

FAP 115-G

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Highway Engineer

Encls.

Iron

Appr-30759

Section G,
Oregon Federal Aid Project No. 115.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 20, 1937, by the Oregon State Highway Commission, and on April 26, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section G of Oregon Federal Aid Project No. 115; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said Section G to provide for increasing the amount of Federal funds from $9,238.00 to $29,270.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the estimate approved for said Section G be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-nine thousand, two hundred seventy and 00/100 dollars ($29,270.00) as the share of the United States payable under said act on account of Section G of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G of said project shall not in any event exceed the sum of twenty-nine thousand, two hundred seventy and 00/100 dollars ($29,270.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-seven thousand, nine hundred seventy-eight and 00/100 dollars ($47,978.00), the approved total estimated cost of Section G of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 21st day of March, 1939, and the Secretary of Agriculture on the ______ day of APR 4 1939, 1939.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E.B. Aldrich
Member, State Highway Commission

By F L Fou Velle
Member, State Highway Commission

RECEIVED
MAR 2 1939
DISTRICT

SECRETARY OF AGRICULTURE,

By W.J. O'Leary
Acting Chief, Bureau of Public Roads.

Section G, Oregon Federal Aid Project No. 115.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid ~~P~~roject No. 115-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $47,978.00 in lieu of the $9,238.00 approved by Certificate of April 26, 1937, as the total estimated cost of said project, and the sum of $29,270.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and APR 4 1939

SECRETARY OF AGRICULTURE,

By H. C. Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAR 23 1939
FOR FILING

FAF115-G

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the North Fork Nehalem River Section, Project No. FA 115-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 115-G
North Fork Nehalem River section
Oregon Coast Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

March 11, 1939

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Reference is made to State Highway Contract No. 1935 for the construction of a bridge over the North Fork of the Nehalem River near Mohler on the Oregon Coast Highway in Clatsop County, Dolan Construction Company contractor, on which contract you appear as surety.

It appears from our files that on January 17, 1938, we wrote to you advising that final settlement would be made with the contractor on or after January 27, 1938, and calling your attention to the fact that a claim had been filed against the contract by William Van Cleave and J. W. Van Cleave.

It also appears further from the correspondence file that it was our feeling that the rock crushing for the job was done as a commercial enterprise. From a letter just received, however, from L. G. Smitton, Resident Bridge Engineer on the project, it now would appear that the work actually was done as a primary operation of the Dolan Construction Company. In order, however, that you may satisfy yourselves more fully on this point a copy of the letter is forwarded to you herewith.

We understand that some legal action has been filed by Van Cleave and Van Cleave in order to enforce their claim, and the information which now comes to hand is forwarded to you for such informative purposes as it may have.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Bureau of Public Roads
Van Cleave and Van Cleave
Dolan Construction Company

C
o
P
Y

Jewell Oregon,
March 8th 1939.

Mr. F. D. Eason, Division Engr.,
Salem, Oregon.

Dear Sir:

Recently I had a visit from a Mr. Wm. Van Cleve, who, with his brothers had something to do with the production of surfacing materials on the North Fork of the Nehalem River job, contract 1933, Dolan Construction Company Contractors. The purpose of this visit was to get my opinion as to the status of the plant and quarry as to whether it was a commercial quarry at that time or not. If it was not a commercial quarry, they were in a position to collect wages for the time they worked on this job. They showed me a letter from our Mr. Ray Webber, in which he stated that it must have been Mr. Scotts and also my opinion at the time, that it was a commercial quarry, as otherwise it could not have been operated as a subcontract, and they were not entitled to wages.

To avoid misunderstanding on Mr. Webbers part, I am writing this statement of conditions as regards contract 1933, what happened later under Mr. Scotts contract job, of course I nothing to say.

As you will recall, Mr. Dolan sublet the full 20% allowable, when he sublet the grading items to Homer Dickson. About the time that he was ready to start surfacing he brought up the matter of a subcontract for rock production. I pointed out to him the impossibility of any more subcontracts. He then said he would call it a commercial quarry. After some discussion as to the requirements we would probably request of him in this respect, he said he would have to rent their equipment and pay them wages as that seemed to be the only way to satisfy our labor regulations. If Mr. Webber will examine the weekly payroll transcripts for this contract, he will notice that the time and wages are shown for the entire crew, including Mr. Wm. Van Cleve and his brothers. If I had any idea of a commercial quarry, I would not have allowed their names on the payroll at all.

The only rock which was produced for commercial use during this contract which I recall, was a small amount delivered to the city of Wheeler. The Van Cleve's were then living in Manzanita, and loaded their trucks each evening to save a special trip to deliver to Wheeler. Whether this would be sufficient to make it a recognised commercial quarry or not is very questionable. Even this small percentage of the total, was delivered after the surfacing was virtually completed.

Very truly yours,

(Sgd.) L. C. Smitton
L. C. Smitton, Res. Bridge Engr.

RECEIVED
JAN 4 1939
FOR FILING
115-G

Cross Referenced to
FAS 1-a

January 3rd, 1939

NOTE
C. B. McCullough

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In reply to your letter of November 19th, regarding a claim presented to your office by Mr. Wm. VanCleave against the Dolan Construction Company, involving Contract No. 1933, F.A.P. 115-G and Contract No. 2004, F.A.S. 1A and 2A.

The attached report and recommendations submitted by our Labor Regulations Engineer, Ray Webber, are I believe sufficient to explain this case.

Very truly yours,

Assistant State Highway Engineer

R

cc to: H. G. Smith
Ray Webber

RECEIVED
DEC 21 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ____________

POST OFFICE BUILDING
PORTLAND, OREGON

November 19, 1938

NOTED
C. B. McCULLOUGH

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Till. Co.
Blue Book

Dear Sir:

Mr. Wm. Van Cleave, Hoevet, Oregon, called at this office and claimed to have been working under an informal, verbal sub-contract agreement for the Dolan Construction Co. of Tillamook on projects FAP 115-G, contract No. 1933, and FAS 1-A and 2-A, contract No. 2004. Dolan Construction Co. were the general contractors on project FAP 115-G, and subcontractors under J.C.Compton on project FAS 1-A & 2-A.

Mr. Van Cleave claims to have had a power shovel and trucks working on both of these projects, in partnership with his brother, J.W.Van Cleave, and that they had received only a total of $250.00 for their work and equipment rental from Dolan Construction Co.

Detail time records were submitted by Mr. Van Cleave and compared with the contractors' payroll transcripts on file in this office, as follows:

NOTED
RAY WEBBER

Cont 1933

Cont 2004

	FAP 115-G 6-2-37 to 8-27-37		FAS 1-A & 2-A 9-8-37 to 10-29-37	
	Hours Claimed	Hours Reported	Hours Claimed	Hours Reported
Wm. Van Cleave	593½	328½	321	-
J. W. Van Cleave	483	193	322	-

Wm. Van Cleave is shown on the payrolls of project FAP 115-G as foreman with the exception of the period from July 17 to August 7 when he is listed as "plant operator" under supervisory labor. His wage rate is given as 75¢ per hour. The names of neither of the two are listed on the payrolls of project FAS 1-A & 2-A.

2004 (Till Co. [illegible]
1933 in Clat. Co.

RECE[illegible]
[illegible] 1938

We understand that Mr. Van Cleave has brought suit against the Dolan Construction Co. in Tillamook County for the amount due him. If the claim for labor is legitimate, payment of wages should not be subject to court action. An explanation for the omission of the names of these men from the payrolls of Project FAS 1-A & 2-A is also indicated.

Please investigate this claim and advise us of your finding and recommendations in this case.

Very truly yours,

W. H. Lynch
District Engineer

By
F. E. Andrews
Senior Hwy. Engr.

NOTED
RAY WEBBER

RECEIVED
JAN 4 1939
FOR FILING
115 G

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the North Fork, Nehalem River Section, Project No. FA 115-G.

It is requested that the Government funds be increased from $9,[illegible].00 to $29,270.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Federal Aid Project No. 115-D

Oregon State Highway Department

NORTH FORK, NEHALEM RIVER SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1938

Roadwork

All Required		Clearing and Grubbing (7½)		$ 3,000.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
23,000	cu. yds.	Common Excavation	0.25	5,750.00
4,000	cu. yds.	Solid Rock Excavation	0.50	2,000.00
29,000	yd. sta.	Overhaul	0.02	580.00
2,600	yd. mi.	Truck Haul	0.20	520.00
0.90	mile	Finishing Roadbed and Slopes	300.00	270.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
40	lin. ft.	12" Concrete Pipe	1.50	60.00
80	lin. ft.	18" Concrete Pipe	3.00	240.00
80	lin. ft.	24" Concrete Pipe	4.00	320.00
140	lin. ft.	30" Concrete Pipe	5.00	700.00
90	lin. ft.	Salvaging Culvert Pipe	0.75	67.50
3,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.50	4,800.00
800	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.50	1,200.00
700	cu. yds.	Salvaging Surfacing Materials	0.75	525.00
400	cu. yds.	Stockpiling and Reloading Salvaged Materials	0.50	200.00
400	cu. yds.	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.20	80.00
200	M-Gal.	Sprinkling	1.00	200.00
0.90	mile	Preparation of Base	100.00	90.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
52	tons	Tar in Place	35.00	1,820.00
			Subtotal	$ 24,762
			10% Engr. & Cont.	2,476
			Total	$ 27,238

Bridges

140	cu. yds.	Structural Excavation	$ 5.00	$ 700.00
10	cu. yds.	Structural Excavation Below Plans	10.00	100.00
50	cu. yds.	Class "B" Concrete	25.00	1,250.00

14	cu. yds.	Class "A" Concrete	$ 25.00	$ 350.00
125	cu. yds.	Class "B" Concrete	25.00	3,125.00
38,000	lbs.	Metal Reinforcement	0.06	2,280.00
105,000	lbs.	Structural Steel	0.06	6,300.00
350	lin. ft.	Concrete Handrail	5.00	1,750.00
20	M-FBM	Treated Lumber	100.00	2,000.00
All Required		Clearing and Grubbing (Remove Old Bridge) (L.S.)		1,000.00
			Subtotal	$ 18,862
			10% Engr. & Cont.	1,886
			Total	$ 20,748

Length of Roadway	0.896 mile
" " Bridge	0.032 "
Total Length	0.928 "
Cost per mile, Roadway	$ 30,399

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 27,238	$ 16,617	$ 10,621
Bridge	20,748	12,661	8,087
	$ 47,986	$ 29,278	$ 18,708

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

#1933

RECEIVED
APR 13 1938
FOR FILING

115-9

April 12, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising that a claim has been filed by the Howard-Cooper Corporation, Portland, Oregon, against Van Cleave & Van Cleave, subcontractors for Dolan Construction Company, in connection with State Highway Commission Contract No. 1933 which was awarded to Dolan Construction Company for grading and surfacing and bridge construction on the North Fork Nehalem River Section of the Oregon Coast Highway, in Clatsop County. The claim amounts to $280.60.

A copy of the claim is inclosed for your information. This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

HBG:AH

Secretary

cc - Dolan Construction Co.
Tillamook, Oregon

cc - Van Cleave & Van Cleave
Hoevet, Oregon

April 12, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of April 11 with attached copies of notice of claim which has been filed by the Howard-Cooper Corporation against Van Cleave & Van Cleave, subcontractors for Dolan Construction Company, in connection with State Highway Commission Contract No. 1933 which was awarded to Dolan Construction Co. for grading and surfacing and bridge construction on the North Fork Nehalem River Section of the Oregon Coast Highway, in Clatsop County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 1[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

usfg
Cline

April 11, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Howard-Cooper Corporation for $280.68 against the bond taken from Van Cleave & Van Cleave, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Fork Nehalem River Section of the Oregon Coast Highway, contract No. 1933, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

HOWARD-COOPER CORPORATION
Main office and warehouse
307 S. E. Hawthorne Boulevard
Portland, Oregon
April 9, 1938

Secretary of State
State Of Oregon
Salem, Oregon

Subject: Van Cleave & Van Cleave

Dear Sir:

Notice hereby is given that the undersigned, Howard-Cooper Corporation, Portland, Oregon, has a claim against Van Cleave & Van Cleave, Hoevet, Oregon, for equipment rentals and parts in the sum of $280.68 against the bond taken from United States Fidelity and Guaranty Company for whom Walter K. Kline is local agent, with offices in the Board of Trade Building, Portland, Oregon, for State Highway work on contract No. 1933 for the construction of North Fork Nehalem River Section of the Oregon Coast Highway in Clatsop County.

We are attaching herewith, statement itemizing in detail the charges which compose this balance.

Yours truly,

HOWARD-COOPER CORPORATION
D. I. COOPER
President

D. I. Cooper
PL
Enc.

* * * * * * * *

Howard-Cooper Corp.
Portland, Oregon

VAN CLEAVE & VAN CLEAVE --HOEVET, OREGON

Rental of:				
105 ft. Schramm Ford-Air Compressor,				
serial #80016 - SH-460	1			
H-11 Cleveland Rock Drill - #7HY7725	1			
From 8/12/37 to and including 8/27/37				160.00
at daily rental charge of $10.00 or				
July 15, 1937 Inv. H-5310				
Repairs for 310 Unit Shovel				
1712 Clutch Finger Studs	3	.85	2.55	
1709 Clutch Drum Lining	2	6.25	12.50	
2646 Front Drum Shaft	1		10.40	
20703 Bushing for Universal Joint	1		.36	
20112 Plain Dust Cap	1		.45	
20113 Dust Cap for alemite	1		.60	
1890 Rivets	20	.025	.50	27.36
Aug. 9, 1937 Inv. H-6253				
6 x 19, 1/2" Cable for Hoist on				
310 Unit Shovel with wire center	68 ft.	.18		12.24
preformed				
Aug. 13, 1937 Inv. H-6562				
1305 C Vert. Swing Shaft	1		10.40	
2203 Key	1		.35	
2204 Key	1		.35	11.10
Aug. 12, 1937 Inv. H-6482				
7/8" Holl. Hex Timken Drill Rods	1 (12 ft.)		7.60	
	1 (16 ft.)		9.60	
	1 (18 ft.)		10.60	
1½ " Timken Drill Bits	8	.32	2.56	
1-5/8" " " "	8	.33	2.64	
1-3/4" " " "	8	.33	2.64	
2-1/8" " " "	10	.34	3.40	
1-7/8" " " "	10	.34	3.40	42.44

(Continued)

VAN CLEAVE & VAN CLEAVE (PAGE 2)

Aug. 26, 1937 Inv. H-6848

1328	Swing Shaft	1		11.60	
1785	Pins	2	.30	.60	
	Repairs	6 hrs.	2.00	12.00	
1437	Woodruff Keys	2	.03	.06	
1408B	Bushings	1		1.70	
2909	Wear Plates	2	.65	1.30	
	1/4" Alemite Fittings	2	.14	.28	27.54
				TOTAL	280.68

Endorsed: File No. 2788
Filed April 11, 1938
EARL SNELL
Secretary of State

March 16, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of March 15, enclosing three copies of a notice of claim by Homer F. Dickson for $1225.21 against the bond taken from Dolan Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Oregon Coast Highway, under Contract No. 1933.

We have noted this claim in our records of this job and are today forwarding copies of the notice to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

March 15, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Homer F. Dickson for $1225.21 against the bond taken from Dolan Construction Company, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Oregon Coast Highway, contract No. 1933, which was received from Irving C. Allen, Attorney, Seaside, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]:Fm
encs. 3

REFERRED TO Mr Lewis
BY SECRETARY

prepare usual letter

COPY

NOTICE OF CLAIM.

TO THE STATE OF OREGON, AND/OR
OREGON STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON.

Notice is hereby given that the undersigned, Homer F. Dickson, has a claim for labor performed under a subcontract to original Oregon State Highway Contract No. 1933, in the sum of $1225.21, together with such further sum as may be found due to the claimant upon an audit of the records of the Dolan Construction Company against the bond taken from Dolan Construction Company, a corporation, as principal, and United States Fidelity and Guaranty Company, as surety, for the work of clearing, excavating and grading of the Oregon Coast Highway at the crossing thereof with the North Fork of the Nehalem River.

That said work was completed on or about the 21st day of September, 1937, and accepted by the Oregon State Highway Commission on or about October 22, 1937, and that six (6) months has not elapsed since the completion of the contract and acceptance of the work by the Oregon State Highway Commission.

Dated at Seaside, Oregon, this 11th day of March, 1938,

HOMER F. DICKSON
CLAIMANT.

IRVING C. ALLEN
ATTORNEY FOR CLAIMANT.

STATE OF OREGON)
COUNTY OF CLATSOP) SS.

I, Homer F. Dickson, being first duly sworn, depose and say:

That I am the claimant in the within cause; and that the foregoing notice of claim is true as I verily believe.

HOMER F. DICKSON

Subscribed and sworn to before me this 11th day of March, 1938.

(SEAL)

IRVING C. ALLEN
NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES 3/16/41

NOTICE OF CLAIM HOMER F. DICKSON VS DOLAN CONSTRUCTION COMPANY AND UNITED STATES FIDELITY & GUARANTY COMPANY

Endorsed: File No. 2776
Filed March 15, 1938
EARL SNELL,
Secretary of State

RECEIVED

115-9

March 16, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Irving C. Allen, Attorney-at-Law, Seaside, advising of the claim of Homer F. Dickson against the Dolan Construction Company covering subcontract work performed for the Dolan Construction Company in connection with its contract with the State Highway Commission, Contract No. 1933, for the construction of a bridge over the North Fork of the Nehalem River on the Oregon Coast Highway near Mohler, in Clatsop County. The claim has also been filed with the Secretary of State.

A copy of the claim filed with the Secretary of State is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Dolan Construction Company in connection with this job.

Very truly yours,

Secretary

[illegible]

cc - Dolan Construction Co.
Tillamook, Oregon

March 16, 1938

Mr. Irving G. Allen
Attorney-at-Law
City Hall
Seaside, Oregon

Dear Sir:

This acknowledges receipt of a carbon copy of your letter of March 14 directed to Earl Snell, Secretary of State, concerning the claim of Homer F. Dickson against the Dolan Construction Company, Tillamook, covering subcontract work performed for the Dolan Construction Company in connection with its contract with the State Highway Commission for the construction of a bridge over the North Fork of the Nehalem River on the Oregon Coast Highway, near Mohler, in Clatsop County.

I also acknowledge receipt of the affidavit requesting a certified copy of the above mentioned contract. A certified copy of the contract referred to is being forwarded to you today, under separate cover, and I am notifying the Dolan Construction Company and the surety on its bond, in accordance with the usual practice, that the claim has been filed.

Very truly yours,

HBG:AM

Secretary

Telephone 580
Residence 575-J

City Attorney
City of Seaside

IRVING C. ALLEN
Attorney-at-Law
City Hall
SEASIDE, OREGON

RECEIVED
15 1938
STATE HIGHWAY COMMISSION

March 14th, 1938.

Earl Snell, Sec. of State,
Salem, Oregon.

Dear Sir:

In compliance with Sec. 67-1101 Oregon Code as amended by Ch. 280 Laws of Oregon 1931 I enclose herewith verified claim against the Dolan Construction Co. of Tillamook Oregon under his contract with the Oregon State Highway Commission being his contract No. 1933.

I would thank you to kindly file the same in accordance with law and advise me receipt thereof.

Very truly yours,

IRVING C. ALLEN

ICA:a.

cc Oregon State Highway Commission
Salem, Oregon.

I also enclose herewith affidavit of claimant and under the above law I would appreciate your, furnishing me with a certified copy of said contract.

Irving C. Allen
IRVING C. ALLEN

ACKNOWLEDGED
H. B. GLAISYER

NOTICE OF CLAIM.

TO THE STATE OF OREGON, AND/OR
OREGON STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON.

Notice is hereby given that the undersigned, Homer F. Dickson, has a claim for labor performed under a subcontract to original Oregon State Highway Contract No. 1933, in the sum of $1225.21, together with such further sum as may be found due to the claimant upon an audit of the records of the Dolan Construction Company against the bond taken from Dolan Construction Company, a corporation, as principal, and United States Fidelity and Guaranty Company, as surety, for the work of clearing, excavating and grading of the Oregon Coast Highway at the crossing thereof with the North Fork of the Nehalem River.

That said work was completed on or about the 21st day of September, 1937, and accepted by the Oregon State Highway Commission on or about October 22, 1937, and that six (6) months has not elapsed since the completion of the contract and acceptance of the work by the Oregon State Highway Commission.

Dated at Seaside, Oregon, this 11th day of March, 1938.

Homer F. Dickson
CLAIMANT.

ATTORNEY FOR CLAIMANT.

STATE OF OREGON }
COUNTY OF CLATSOP } ss.

I, Homer F. Dickson, being first duly sworn, depose and say:

That I am the claimant in the within cause; and that the foregoing notice of claim is true as I verily believe.

Homer F. Dickson

Subscribed and sworn to before me this 11 day of March, 1938.

NOTARY PUBLIC FOR OREGON

MY COMMISSION EXPIRES 3/16/41

AFFIDAVIT OF CLAIMANT IN RELATION TO CLAIM AGAINST CONTRACTOR WITH THE OREGON STATE HIGHWAY COMMISSION

STATE OF OREGON)
) SS.
COUNTY OF CLATSOP)

I, Homer F. Dickson, being first duly sworn, depose and say:

That I am the claimant in that certain notice of claim heretofore filed with the Secretary of State of the State of Oregon, at Salem, Oregon, for labor performed for the Dolan Construction Company of Tillamook, Oregon, under the terms of a sub-contract made and executed on the 16th day of November, 1936, by and between said Dolan Construction Company and myself, being a sub-contract for excavation, grading and clearing of right of way under Oregon State Highway Commission contract No. 1933.

That labor has been supplied said Dolan Construction Company and that payment in full for the same has not been made.

That this affidavit is made for the purpose of securing a certified copy of the original contract and bond, being contract No. 1933 entered into by and between the Oregon State Highway Commission, and the said Dolan Construction Company.

Dated at Seaside, Oregon, this 11th day of March, 1938.

Homer F. Dickson
Affiant-Claimant.

Subscribed and sworn to before me this 11th day of March, 1938.

C. Allen
NOTARY PUBLIC FOR OREGON.
MY COMMISSION EXPIRES 3/16/41

#1933

RECEIVED
FEB 10 1938
FOR FILING

115-9

February 7, 1938

Mr. A. T. Dolan
c/o Dolan Construction Co.
Tillamook, Oregon

Dear Sir:

I have just received your letter of February 5 regarding the claims filed against you by the Van Cleave Construction Company and I note your statement to the effect that the claim filed on January 31 has been paid. Proper entry is being made in the records of this job.

It is appreciated that claims are filed with the State Highway Commission against state highway contracts when the claims have no bearing whatsoever on these jobs. The Commission has no way of knowing whether or not a claim is a legitimate one and could not ascertain such information without a great deal of trouble and expense. Even then the Commission would not be in a position to make a final decision in regard thereto as that is something that the courts would have to decide eventually. The Commission is of the belief that its obligation has been completed when it requires contractors to furnish bonds for the protection of claims, and also believes that, in fairness to all parties concerned, notification should be given to those interested when claims are filed against highway contracts. The Commission has followed this practice for many years and in numerous instances the giving of such notice has helped in the securing of satisfactory settlements. From information that we have received from contractors and bonding company officials such notices are welcome.

The filing of a claim with the State Highway Commission does not necessarily mean that a contractor's reputation has been questioned but the filing of numerous claims against any particular contractor is an indication that something is wrong and that an investigation should be made. Investigation of the records of your jobs does not reveal that they are in that status.

Very truly yours,

Secretary

HBG:[illegible]

PHONE 90-J
DOLAN CONSTRUCTION COMPANY
GENERAL CONTRACTORS
CONCRETE PIPE MANUFACTURERS
TILLAMOOK, OREGON

Feb 5, 1938.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Ore.

Dear sir;

We wish to acknowledge receipt of a copy of your letter of Jan 31,addressed to United States Fidelity & Guaranty Co. regarding claim of the Seaside Iron Works against the Van Cleave Const Co. and wish to state that we paid this claim some time ago, we also have under investigation some other claims which will have to be paid by us if found to be chargeable to our job,

Some time ago we received from your office notice of a claim by the Van Cleaves against the Dolan Construction Co,for a ridiculous amount,which claim of course is not true in any respect,but on the contrary they are in debt to us, and wish to call this fact to your attention at this time,

We are at a loss to know just how we can protect our reputation against these unscrupulous and irresponsible people who claim we owe them money when as a matter of fact the opposite is true, any advise from your office in this matter will be very much appreciated,

Yours very truly
Dolan Construction Co.
By G. V. Dolan

ANSWERED
H. B. G.

#1939

RECEIVED
FEB 3 1938
FOR FILING

115-9

January 31, 1938

Mr. R. S. Hamson
c/o Seaside Iron Works
Seaside, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 28th instant advising the State Highway Commission of your claim against Van Cleave Construction Company, being for services rendered that company in connection with work being performed by it for the Dolan Construction Company, Tillamook, and involving a state highway contract.

I presume that the Dolan Construction Company contract to which you refer is State Highway Commission Contract No. 1939 for the construction of a bridge over the North Fork of the Nehalem River on the Oregon Coast Highway, near Mohler, in Clatsop County. In connection with this contract the Dolan Construction Company furnished the state with a surety bond for the protection of claims which bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file notice of your claim with the bonding company and with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice I am today advising the contractor and the surety that your claim has been filed.

Very truly yours,

HBG:AM

Secretary

January 31, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of claim filed by the Seaside Iron Works, Seaside, Oregon, against Van Cleave Construction Company, being for services rendered that company in connection with work being performed by it for the Dolan Construction Company, Tillamook, more specifically known as State Highway Contract No. 1933 which was awarded to the Dolan Construction Company for construction of a bridge over the North Fork of the Nehalem River on the Oregon Coast Highway, near Mohler, in Clatsop County. The claim is in the amount of $85.51

This information is being given you inasmuch as you appear surety on the bond furnished by the Dolan Construction Company in connection with this job.

Very truly yours,

HBG:AH

Secretary

cc - Dolan Construction Co.
Tillamook, Oregon

cc - Van Cleave Construction Co.
Tillamook, Oregon

Jan 28-38.
Seaside Ore.

RECEIVED
1938
STATE HIGHWAY COMMISSION

State Highway Department

Dear Sir

Am sending you a statment of Van Cleve Construction Co. I under stand he was working for Dolan Construction Co. at Tilimook Oregon. on the crusher Job. getting Rock out of the Quary. for Dolan: There for Dolan would be Responsible for the Bill for work done on the Equipment. that was doing work. for Dolan who I under stand Had a Contract from the state & was under Bonds. Kindly look over the statment Inclosed & advise me.

Yours Truly Seaside Iron Works.
R S Hanson Mgr
Seaside Ore

P.S. Part of this work was done on sunday & nights so as to get the shovel Back to work

ACKNOWLEDGED
H. B. GLAISYER

Seaside, Oregon, Jan. 28 1938

M State Highway Department
Salem Ore

In account with

Seaside Iron Works

GENERAL BLACKSMITHING
Acetylene and Arc Welding
733 Avenue A - Phone 56

Aug	19.	Repair shovel		
		Welding Time 5½ Hrs	22.00	
		Stellit Shovel Teeth	10.00	
		Cutting Time 1	3.50	
	16	- 5/8 x 3 Machine Bolts	1.92	
	4	- 5/8 x 4 " "	.60	
		Mild steel 22# 10¢	2.20	
		Blacksmith & Helper 3½ Hrs	20.00	
		Lock washers	.15	
		Repair Truck Frame by Richardson		
		Welding. Time 1½ Hr	6.00	
		Heating 1 Hr	3.00	
		Blacksmith & H 1½ H	4.00	
		4 - ½ x 2 Machine Bolts	.24	
		Mild steel 8# 10 cts	.80	
	20.	Repair Truck frame.		
		8 - ½ x 2 m/ Bolts.		
		1 piece 3/8 x 3 x 2 Angle Iron 22# 10	2.20	
		Black smith 3 Hrs 1.00 Hr.	6.00	
		welding	2.58	
				85.51

RECEIVED
JAN 22 1938
FOR FILING
115-g

#1933

January 21, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 18, enclosing three copies of a notice of claim by William E. and J. N. Van Cleave, in the amount of $2670.70, against the bond taken from Dolan Construction Company, Principal, and U. S. Fidelity & Guaranty Company, Surety, for work on the North Fork Nehalem River Section of the Oregon Coast Highway, Contract No. 1933.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBS.

January 21, 1938

U. S. FIDELITY & GUARANTY COMPANY
    Walter F/ Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by William H. and J. W. Van Cleeve in the amount of $2870.70 against the bond taken from Dolan Construction Company, as principal, and yourselves, as Surety, for labor performed and materials furnished in connection with the work of construction of the North Fork Nehalem River Section of the Oregon Coast Highway, in Clatsop County, being State Highway Contract No. 1955.

We hand you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Dolan Construction Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 20 1938
OREGON
STATE HIGHWAY COMMISSION

January 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by William H. & J.W. Van Cleave for $2670.70 against the bond taken from Dolan Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Fork Nehalem River Section of the Oregon Coast Highway, contract No. 1933, which was received from Carey, Hart, Spencer & McCulloch, Attorneys, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned William H. Van Cleave and J. W. Van Cleave, partners, have a claim for labor performed and materials furnished in powder work, blasting, road construction and rock crushing in the sum of $2,670.70, against the bond taken from Dolan Construction Company as principal, and United States Fidelity and Guaranty Company as surety, for the work of construction of the North Fork Nehalem River section of the Oregon Coast Highway in Clatsop County, covered by State Highway contract No. 1933.

WM. VAN CLEAVE

J. W. VAN CLEAVE

Endorsed: File No. 2759
Filed January 19, 1938
EARL SNELL, Secretary of State

#1933

RECEIVED
JAN 18 1938
FOR FILING
115-9

January 17, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1933 for the construction of the bridge over the North Fork of Nehalem River near Mohler on the Oregon Coast Highway in Clatsop County, has been completedby the contractors, Dolan Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 27, 1938.

The State has been advised of claims against this contract by Homer F. Dickson and Van Cleave & Van Cleave. You are advised that the State assumes no responsibility for the claims which have been filed, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,483.66, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1933

RECEIVED
JAN 14 1938
FOR FILING
115-9

January 14, 1938

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Turner.

Gentlemen:

Receipt is acknowledged of your letter of January 13th concerning the Dolan Construction Company Contract No. 1933, bridge over the North Fork of Nehalem River near Mohler in Clatsop County.

You are advised that this contract was completed Sept, 21, 1937, and was accepted October 22, 1937. The total amount earned is $44,102.08, retained percentage is $3,271.31, and the total amount paid to date is $40,830.77.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dist. by J. McFarland.

#1933

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

January 13, 1938

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Ore. State Contract #1933
A. T. Dolan, Contractor

We understand that this contract has been finished for several months and will appreciate, therefore, knowing the completion and acceptance dates of this contract.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

E.- $44,102,08
R.- $3,271.31
Pd.- $40,830,77

115.D.

State Highway Com's.

Seaside Ore
Jan 4 - 38

Dear Sir.

RECEIVED
FEB 1 1938
FOR FILING

In Answer to your letter of Dec 30 you will Find a Coppy of the letter that I wrote you. Dec 14-37- you stated in your letter of the 16- that you would. see what you could. do to collect this bill. as Both Parties. are working for the state through Sub Contracts. I thought that as the Party that lets these Contracts are under Bond's. If said. Parties are under Bond's to Complete all Contracts. I. for one Cannot see why the Parties Involved in such Contracts are. not Liable According to Law Shall Pay All Bills before Said Contract is Fulfield.

Seaside Iron Works
R S Hansen
M.G.R.

P.S. in Coppy you will find Names of both Parties.

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

Seaside, Oregon
December 14 1937

State Highway Comm.,
Salem, Oregon

Dear Sirs:

I am writing you about a bill that we have against the Van Cleve Construction Company of Manzanita Beach. Who is crushing rock for Dolen Construction Co., at Tillamook, Oregon. As the two companies are working for the state graveling roads we thought that you could in some way do something to help us to collect this bill.

The amount is $85.51 for work done on shovel and truck all material and labor. Mr. VanCleve has scorned all statements since August. If you can help us we will appreciate your trouble

very truly yours,

Seaside Iron Works

R S Hansen

RECEIVED
DEC 31 1937
FOR FILING

115 G

December 30, 1937

Seaside Iron Works
Seaside, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 28 wherein you state that you have not had a reply to your letter advising of a claim which you have against a contractor.

We have no record of having received a letter from you. If you will kindly advise us the name of the contractor your claim is against, the job on which it was incurred, the date and amount of your claim, we will be glad to assist you in whatever way we can in collecting the amount due you.

Very truly yours,

HBG:AM

Secretary

State Highway Department Seaside Ore.

Dec 28-37

Dear Sir

RECEIVED
DEC 30 1937
STATE HIGHWAY COMMISSION

In regards to the letter I wrote you about Van-Cleve Construction Co Working for Wallen Construction co at Tillamook Ore. will state that we have not Heard a word from either Parties. Please advise us about the Bill. what to do about the Bill that Van Cleve. ows us the Amont is $86.67

Very Truely Seaside Iron Works
Seaside Ore

#1933

RECEIVED
NOV 15 1937
~~FOR FILING~~
115-9

November 12, 1937

W. M. & J. W. Van Cleave

Hoevet, Oregon

Attention: Wm. Van Cleave

Gentlemen:

I have just received your letter of the 10th instant requesting that we withhold further payments to the Dolan Construction Company for the performance of its contract No. 1933 with the State Highway Commission for the construction of the North Fork Nehalem River Section of the Oregon Coast Highway, in Clatsop County, until the company has made satisfactory settlement of your claim arising out of this job.

I regret that we can not comply with your request due to the fact that it is contrary to the established policy of the Highway Commission to withhold payments to contractors in such manner. We offer as protection for your claim, however, the bond furnished by the Dolan Construction Company in connection with its job. I would suggest that you make a demand of the surety on this bond for the payment of your claim. The bond was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

You also refer to your claim against Dolan Construction Company arising out of its subcontract with J. C. Compton for the construction of an oil mat surface treatment on the Nehalem Secondary Highway, being contract No. 1978, and I note that you have taken this claim up with Mr. Compton. It is hoped that you will secure satisfaction by so doing. In the event that you do not secure the settlement of your claim then I would suggest that you file notice thereof with the surety on the bond furnished by Mr. Compton in connection with this job. The bond was written by the Glens Falls Indemnity Company for whom Jewett, Barton, Leavy & Kern are local agents with offices in the Lewis Building, Portland. I would also suggest that you follow the same procedure relative to the filing of your claim with the Secretary of State if you do not secure satisfaction otherwise.

Very truly yours,

Secretary

HBG:AM

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

Hoart

Hocolt Or.
Nov. 10, 1937

State Highway Comm.
Salem Or.

Dear Sirs:

In regard to phone call from Tillamook, Nov 9th: Am having trouble settleing for, labor and work preformed on job 1933 for Dolan Construction Co. also, on job preformed for Nehalem road improvement, Subcontracted by Dolan Cons. Co. and preformed by us. * 1931

Am asking that you hold pre final & final estimates on job 1933 till further notice. Will contact Mr. J. C. Compton in regard to Nehalem job.

Will inform you at an early date as to settlement with Dolan Cons. Co. but ask that you please hold estimates untill we can reach some agreement with Said Dolan Cons. Co.

Thanking You.

Yours truly,
Wm. & J. W. Van Cleave
By Wm. Van Cleave.

ANSWERED
H. B. G.

21173

RECEIVED
NOV 3 1937
FOR FILING

115-7

November 1, 1937

Mr. Homer P. Dickson

Seaside, Oregon

Dear Sir:

Replying to yours of the 28th ultimo concerning the North Fork-Nehalem River Bridge, wish to say that this job was completed by Contractor Bolan Construction Company on September 21, 1937, and was accepted by the State Highway Commission on October 22, 1937.

Claims arising out of the contract should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and acceptance by the State Highway Commission in order to hold the bond responsible and liable for claims after the six-months' period has expired. A mimeographed copy of Chapter 280, Laws of Oregon for 1931, which covers this matter is attached hereto for your further information.

I would suggest that you file notice of your claim with the surety on the bond which was furnished to the state by the contractor for the protection of claims arising out of this contract. The bond was written by the United States Fidelity and Guaranty Company for whom Walter E Cline is local agent with offices in the Board of Trade Building, Portland, Oregon.

Final payment for the work covered by the contract has not yet been made by the State Highway Commission but we anticipate that such final payment will be made within the next month.

We note your desire for a copy of the special provisions and regulations covering this job. We will be glad to furnish you with such copy upon receipt of your affidavit requesting the same as provided by statute.

Very truly yours,

HBG:AM

Secretary

#1933

RECEIVED
OCT 30 1937
OREGON
STATE HIGHWAY COMMISSION

Seaside, Oregon

October 28,1937

Oregon State Highway Commission
Att: Mr.H.B.Glaisyer, Secretary
Salem, Oregon

Dear Sir:

I would like to know if the Highway Department has accepted the North Fork-Nehalem River Bridge #1933 as yet. Also, I would appreciate any data in regard to the filing of claims against the job in the event that it becomes necessary to do so. And if it would be convenient, I would appreciate a copy of the provisions and regulations covering that particular job.

Very truly yours,

Homer F. Dickson

Completed Sept. 21, 1937 - accepted Oct. 22, 1937
United States Fidelity + Guaranty Co.
Walter F. Cline agent, Portland.
Final payment has not been made.

ANSWERED
H. B. G.

#1933

FORM 2-E-1 4M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 18 1937
FOR FILING
115-9

October 18, 1937

Mr. H. B. Glaisyer
Secretary
Office

North Fork Nehalem River Sect.

Dear Sir:

For your information Dolan Construction Company completed their work on Contract No. 1933 on September 21, 1937. Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WA Reeves cg.
W. A. Reeves
Office Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE October 22 1937
HB Glaisyer
Secretary

REFERRED TO
McFarland
SECRETARY

115-G

RECEIVED
OCT 11 1937
FOR FILING

RECEIVED
OCT 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 115-G, North Fork Nehalem Bridge and Approaches, ____________, was made by a representative of this office on September 28, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

ao

#1933

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 16 1937
FOR FILING

115-9

September 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for an extension of time on the North Fork of the Nehalem River project in Clatsop County, Contract No. 1933, Dolan Construction Company, contractor. Work on this project is completed with the exception of the placing of some riprap on an embankment. Rock for this riprap will only be available after a logging road in the vicinity is opened up which will be in the next few days. This extension is to enable the contractor to place the riprap under the contract. This request is accompanied by the consent of the surety company and by the recommendation of the Bureau of Public Roads. I would recommend that it be granted without penalty to the contractor. This extension is up to and including September 30, 1937.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP EK
Enclosures
cc H. B. Glaisyer

Granted
[illegible]

1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 9 1937
FOR FILING
115-9

September 7, 1937

IN REPLY PLEASE
REFER TO FILE NO.
4-1108

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

NOTED
State Highway Engineer

Attention: Mr. G. S. Paxson.

Dear Sir:

With respect to the application of the Dolan Construction Company for 30 days' extension on their contract No. 1933, covering the North Fork of the Nehalem River Section in Clatsop County, I recommend that this extension be granted.

All grading, rocking and oiling work has been completed, and, I believe, all clean-up work in connection with the contract has been completed. However, a condition exists that requires riprapping along one of the fills. No suitable riprap rock was available at this time, but it was expected that within a week or 10 days a good rock ledge would be made available by the construction of a logging road in this near vicinity, where Mr. Dolan thought he could get the suitable riprap material. We have a price agreement with Mr. Dolan for furnishing riprap in place, and it is desired that this work be completed under the contract and that the time extension be granted to cover this extra work. There should be no penalty for engineering services, as this party is busily engaged on the Quartz Creek bridge and the small amount of engineering services necessary to supervise the placing of this riprap is immaterial.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

RECEIVED
SEP 2 1937
FOR FILING
115-9

August 31 1937

Dolan Construction Company,
Tillamook, Oregon.

Dear Sirs:

Receipt is acknowledged of your letter of August 30th requesting an extension of time thirty days on your Contract No. 1935, Bridge over the North Fork of Nehalem River in Clatsop County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.
cc to Bridge Dept.

1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
AUG 24 1937
FOR FILING
115-9

August 23, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: G. S. Paxson, Bridge Engineer

There is submitted herewith Price Agreement covering 1000 cu. yds. of quarry run rock to stabilize the sub-grade on the North Fork-Nehalem River Section under contract to Dolan Construction Company. Due to a very soft sub-grade condition, it was deemed necessary to put on this quarry run material throughout one cut and fill before the regular surfacing material was applied. Work has actually been done and it has proved very efficacious.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG. 2 1937
FOR FILING
115-9

July 30th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. B. Mason
Division Engineer
Office

Dear Sir:

Mr. Dolan has several requests for approach roads, drainage ditches and other drains on the property of Mary Sijota near Gleneden.

Will you kindly request Mr. Johnson to prepare a sketch showing the location of these improvements and advise concerning the necessity and practicability of them.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUL 7 1937
FOR FILING
115-9

July 6, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Huhner.

Gentlemen:

In response to your inquiry of July 1st you are advised that the Dolen C[redacted]ompany Contract No. 1935, Bridge over the North Fork of Nehalem River in Clatsop County, is approximately 45% complete. The estimated date of completion of this contract is August 31, 1937. No claims have been filed against the contract to date.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1933
Clatsop

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Dolan Construction Company
Contract Number 1933

Will you please give us a progress report on the above job, stating the approximate percentage of the work that has been finished? Have any liens been filed against the bond furnished by this contractor?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

RER:GC

FRANK J. HURNER
Division Credit Manager

E - $21,056.99 - May 15

f

RECEIVED
MAY 10 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 115-G,
North Fork, Nehalem Riv.Sec.,
Ore.Coast Hwy.

115-G

May 6, 1937

RECEIVED
MAY 7 1937
OFFICE
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer.

Encls.

Lon

Hyp 30759

Form P. R. 2
State ......Oregon..........................
Project No. ...115-C..........................

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of March, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of July, 19 27, a revised project statement, which was approved by the Secretary on the 30th day of August, 19 27, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 19 36; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, two hundred thirty eight and 00/100 dollars ($ 9,238.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chap. 175, laws 1917; Chap. 2, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1056+00, a point in the N.W. ¼ of Sec. 22, T. 4 N., R. 9 W., and survey station 1105+00 in the N.W. ¼ of Sec. 27, R. 4 N., T. 9 W., W.M.

, length .928 of a mile~~s~~, in Clatsop County, being Section A of Oregon project No. 115, consisting of .896 of a mile~~s~~ of roadway and 1 bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.032 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of nine thousand, two hundred thirty eight and 00/100 dollars ($9,238.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty seven thousand, nine hundred seventy eight and 00/100 dollars ($47,978.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6816

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of April, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 115-C, State of OREGON.

Second. That in accordance with said provisions I have approved the sum of $ 47,978.00 as the total estimated cost of said project, and the sum of $ 9,238.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of April one thousand nine hundred and thirty-seven

Secretary of Agriculture,

MJ By Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—1820

RECEIVED
AUG 21 1937
FOR FILING

115-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 115-G

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1937

RECEIVED
APR 8 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the initial voucher on Oregon FAP 115-G, Nehalem River Section, Oregon Coast Highway, covering the period from Oct. 21, 1936, to March 10, 1937, submitted in the amount of $8,176.00.

We note that 61% is claimed as the Federal Aid participation. The setup on the project agreement estimate is for 19.25% Federal Aid participation. Unless you wish to ask for a modified agreement, it will be necessary to reduce the participation to this ratio. Using the 19.25% as the ratio the Federal Aid payments will be as follows:

Roadwork	$ 654.00
Bridge	1,925.00
Total..........	$2,579.00

We are recommending the voucher in the reduced amount. Please show $2,579.00 as the previous payment in the next voucher submitted and advise as to your wishes on the possible modification of this voucher.

Very truly yours,

W. H. Lynch
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Hwy. Engr.

J-92

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MAR 15 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP No.115-G
North Fork, Nehalem Riv.Sec.
of Ore.Coast Hwy.

115-G

March 10, 1937

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

Lon

RECEIVED
MAR 1 1937
FOR FILING

115-G

February 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for the North Fork, Nehalem River Section, F. A. Project No. 115-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 119-C

NORTH FORK, NEHALEM RIVER SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

Roadwork

All Required		Clearing and Grubbing (75%)		$ 3,000.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
23,000	cu. yds.	Common Excavation	0.25	5,750.00
4,000	cu. yds.	Solid Rock Excavation	0.50	2,000.00
29,000	yd. sta.	Overhaul	0.02	580.00
2,600	yd. mi.	Truck Haul	0.20	520.00
0.90	mile	Finishing Roadbed and Slopes	300.00	270.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
40	lin. ft.	12" Concrete Pipe	1.50	60.00
70	lin. ft.	18" Concrete Pipe	3.00	210.00
80	lin. ft.	24" Concrete Pipe	4.00	320.00
140	lin. ft.	30" Concrete Pipe	5.00	700.00
90	lin. ft.	Salvaging Culvert Pipe	0.75	67.50
3,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.50	4,800.00
800	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.50	1,200.00
700	cu. yds.	Salvaging Surfacing Materials	0.75	525.00
400	cu. yds.	Stockpiling and Reloading Salvaged Materials	0.50	200.00
400	cu. yds.	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.20	80.00
200	M-Gal.	Sprinkling	1.00	200.00
0.90	mile	Preparation of Base	100.00	90.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
52	tons	Tar in Place	35.00	1,820.00
			Subtotal	$ 24,762
			10% Engr. & Cont.	2,476
			Total	$ 27,238

Bridges

140	cu. yds.	Structural Excavation	$ 5.00	$ 700.00
10	cu. yds.	Structural Excavation Below Plans	10.00	100.00
50	cu. yds.	Class "B" Concrete	25.00	1,250.00
14	cu. yds.	Class "A" Concrete	25.00	350.00

125	cu. yds.	Class "D" Concrete	$ 25.00	$ 3,125.00
38,000	lbs.	Metal Reinforcement	0.06	2,280.00
105,000	lbs.	Structural Steel	0.06	6,300.00
350	lin. ft.	Concrete Handrail	5.00	1,750.00
20	M-FBM	Treated Lumber	100.00	2,000.00
All Required		Clearing and Grubbing (Remove Old Bridge) (25%)		1,000.00
		Subtotal		$ 18,855
		10% Engr. & Cont.		1,885
		Total		$ 20,740

Length of Roadway 0.896 mile

" " Bridge 0.032 "

Total Length 0.928 "

Cost per mile, Roadway $ 30,399

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 27,238	$ 5,245	$ 21,993
Bridge	20,740	3,993	16,747
	$ 47,978	$ 9,238	$ 38,740

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920

State Funds for Maintenance: Chap. 41, Laws 1927

Oregon State Highway Department   Federal Aid Project No. 115-B

NORTH FORK, NEHALEM RIVER SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and Specifications. Not as basis for project agreement.)

Salem, Oregon, October 17, 1936

Roadwork

All Required		Clearing and Grubbing (75%)		$ 900.00
160	cu. yds.	Trench Excavation	$ 1.50	240.00
23,000	cu. yds.	Common Excavation	0.25	5,750.00
4,000	cu. yds.	Solid Rock Excavation	0.75	3,000.00
29,000	yd. sta.	Overhaul	0.02	580.00
2,600	yd. mi.	Truck Haul	0.20	520.00
0.90	mile	Finishing Roadbed and Slopes	500.00	450.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
40	lin. ft.	12" Concrete Pipe	1.50	60.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
140	lin. ft.	30" Concrete Pipe	5.00	700.00
90	lin. ft.	Salvaging Culvert Pipe	1.00	90.00
3,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.75	5,600.00
800	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.75	1,400.00
700	cu. yds.	Salvaging Surfacing Materials	1.50	1,050.00
400	cu. yds.	Stockpiling and Reloading Salvaged Materials	0.40	160.00
400	cu. yds.	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
200	M-Gal.	Sprinkling	2.50	500.00
0.90	mile	Preparation of Base	100.00	90.00
500	cu. yds.	Mineral Aggregate in Place	4.00	2,000.00
44	tons	No. 3 Road Oil in Place	40.00	1,760.00
52	tons	Tar in Place	35.00	(Alternate)
			Subtotal	$ 25,885
			10% Engr. & Cont.	2,588
			Total	$ 28,473

Bridge

140	cu. yds.	Structural Excavation	$ 3.00	$ 420.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
50	cu. yds.	Class "B" Concrete	20.00	1,000.00

14	cu. yds.	Class "A" Concrete	$ 21.00	$ 294.00
125	cu. yds.	Class "D" Concrete	22.00	2,750.00
38,000	lbs.	Metal Reinforcement	0.055	2,090.00
105,000	lbs.	Structural Steel	0.07	7,350.00
350	lin. ft.	Concrete Handrail	4.50	1,575.00
20	M-FBM	Treated Lumber	95.00	1,900.00
All Required		Clearing and Grubbing (Remove Old Bridge) (25%)		300.00

Subtotal	$ 17,729
10% Engr. & Cont.	1,772
Total	$ 19,501

Length of Roadway	0.896 mile
" " Bridge	0.032 "
Total Length	0.928
Cost per mile, Roadway	$ 31,777

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 28,473	$ 5,935	$ 22,538
Bridge	19,501	4,065	15,436
	$ 47,974	$ 10,000	$ 37,974

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 115-G, the North Fork of Nehalem River section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

We have recommended Federal Aid in the amount of $9,238.00, the apparent balance of 1936 funds remaining. This can, of course, be increased in the project agreement if savings from other projects become available.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

NOV 7 1936

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 115-G, North Fork Nehalem River section of the Oregon Coast Highway, to the Dolan Construction Company, Tillamook, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Lon

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JAN 29 1937
FOR FILING

115-9

January 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is hereby acknowledged of Mr. Paxson's letter of January 13th relative to possible extension of time on Oregon F.A.P. 115-G, the North Fork Nehalem Bridge, due to the maritime strike.

If an extension becomes necessary, caused by materials being held up by this strike, it will meet with our approval.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

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DEC 2 1936
FOR FILING
115-9

December 1, 1936

Dolan Construction Co.

Tillamook, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1933 awarded to you on November 5, 1936, for grading, surfacing, oil mat surface treatment and bridges on the North Fork Nehalem River Section of the Oregon Coast Highway in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

Form 333—5M—11-36

115-D

X

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14th, 1936

Section North Fork Nehalem River

Kind of work bridge and grading

Highway Oregon Coast

Section prefix [illegible]-1102 FAP [illegible]

Contractor Dolan Construction Company

Contract number 1953

Date of contract November 5th, 1936

Date of completion August 31st, 1937

Date work started November ~~13~~ 13th, 1936

Estimated date of completion ...., 193....

Amount of contract $ 45615.[illegible]

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ [illegible]

Per cent of contract completed, based on total contract price [illegible] %

Engineering cost to date, $ ...., 35.00 %

Date project was completed ~~[illegible]~~, 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] started excavation for piers on the 13th. Mr Dixon and Mr Stephenson on the project Friday and as Mr Dolan was ready to start, the crew from here work up with them and staked the excavation. Staked other excavation today. The clearing and grading is being subbed to Homer Dixon of Seaside. He wants to start Monday. Clearing stakes will be set Monday and points referenced

NOTED
H. W. LIBBY

NOTED
[illegible]

RECEIVED
NOV 16 1936
DIVISION ENGINEER
DISTRICT NO. 2

RECEIVED
NOV 16 1936
[illegible]

Signed J. W. Scott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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NOV 12 1936
FOR FILING

115-g

November 12, 1936

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: W. L. Jensen.

Gentlemen:

Receipt is acknowledged of your letter of November 9th concerning the Harold Blake Contract No. 1855 - Humphrey Blvd., 45th Avenue and Cameron road, surfacing.

You are advised that final payment will probably be made in connection with the above contract within the next 30 days. In accordance with our usual practice we will advise your Portland office ten days before such payment is to be made and will also advise of the total figures.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1133

Mult.

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

R. LYNN COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

November 9, 1936.

RECEIVE
NOV 12 1936
OREGON

H. B. Glaisyer, Secretary,
Oregon State Highway Commission
Salem, Oregon.

Re: Bond 109564 - HAROLD BLAKE

Dear Sir:

You recently advised that this principal's contract for surfacing Humphrey Blvd., 45th Ave. and Cameron Road in Multnomah County, had been completed and was accepted on October 16, 1936.

To complete our records, we will appreciate your advising the total contract price including extras if any.

Yours very truly,

PACIFIC COAST BONDING DEPT.

WLJ-AW.

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NOV 6 1936
FOR FILING

115-9

November 6, 1936

Dolan Construction Company
Tillamook, Oregon

Gentlemen:

The State Highway Commission awarded to you on November 5 contract for road and bridge construction on the North Fork Nehalem River Section of the Oregon Coast Highway in Clatsop County based on your bid of $43,617.50 using tar. Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

CONTRACT# [redacted] 1934

190-ACEFGH Tolman Creek-Siskiyou Section,
Pacific Hwy.

1934

RECEIVED
MAY 28 1938
FOR FILING

190-ACE79#

May 27, 1938

Mr. Clifford A. Dunn,
General Contractor,
Klamath Falls, Oregon.

Attention: Claude Fischer.

Dear Sir:

Reference is made to your letter of May 26th concerning the E. C. Hall Contract No. 1934, Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County, 7.92 miles of surfacing and bituminous macadam.

You are advised that this contract was completed September 18, 1937, and was accepted by the Highway Commission November 17, 1937. The six month period under which the bond on this contract would be in effect, it would appear, expired on May 17, 1938.

The bond furnished in connection with this contract was written by the Maryland Casualty Company, for whom Hansen & Rowland, Inc., who have offices in the Washington Bldg., Tacoma, Washington, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

TELEPHONE 965

P. O. Box 431

CLIFFORD A. DUNN

GENERAL CONTRACTOR

KLAMATH FALLS, OREGON

May 26 1938

Oregon State Highway Comm.
Salem, Oregon.

Gentlemen:

Kindly advise us the date of completion on E. C. Hall's surfaceing contract on the Siskiyou paving project started last year, also is his bond still in effect on this project.

Very truly yours
CLIFFORD A. DUNN
BY Claude Fischer

R. H. Baldock

RECEIVED
FEB 15 1938
FOR FILING

NOTED

Tolman Creek-Siskiyou Section
Pacific Highway
Contract 1934, Prefix 13-1114

E. C. Hall, Contractor
P. P. Whitmore, Resident Engineer

FINAL COST ANALYSIS

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$6,470.94	15,407	cu. yd.	0.42	0.30	$4,622.10
Truck Haul	1,064.80	6,263.5	yd. mi.	0.17	0.14	876.89
Finishing Roadbed & Slopes	1,681.42	7.92	Miles	212.30	200.00	1,584.00
Gravel Topping	9,263.50	9,550	cu. yd.	0.97	0.80	7,640.00
Granite in Leveling Course & Shoulders	9,696.48	20,201	cu. yd.	0.48	0.40	8,080.40
Hauling Leveling Course & Shoulder Materials	5,221.28	28,376.5	yd. mi.	0.184	0.15	4,256.48
Coarse Mat'ls in Surfacing	49,467.56	31,508	cu. yd.	1.57	1.40	44,111.20
Key " " "	16,951.92	10,212	cu. yd.	1.66	1.50	15,318.00
Screenings " "	9,914.79	5,937	cu. yd.	1.67	1.40	8,311.80
3/4" Rock in Shoulders	8,966.63	5,501	cu. yd.	1.63	1.40	7,701.40
Sprinkling	2,563.39	2,118.5	M-Gal.	1.21	1.50	3,177.75
Preparation of Base	749.82	8.21	Mi.	91.33	100.00	821.00
Mineral Aggregate in Place	40,160.16	13,949.5	cu. yd.	2.88	2.8[illegible]	39,058.60
Asphalt in Place	16,940.42	710.29	Ton	23.85	25.00	17,757.25
Cutback Asphalt in Binder Course	8,512.92	341.61	Ton	24.92	26.00	8,881.86
1¼" - 3/4" Cr. Rock in Stpl.	323.90	291.8	cu. yd.	1.11	1.00	291.80
3/4" - ½" " " " "	1,020.65	919.5	cu. yd.	1.11	1.00	919.50
½" - ¼" " " " "	779.78	702.5	cu. yd.	1.11	1.00	702.50
Hauling Cr. Rock, Pile Measure	703.86	3,932.19	yd. mi.	0.179	0.15	589.83
Extra Work Order #1	277.25					253.20
" " " #2	174.69					159.54

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
4½ - 2½ Extra Cr. Rock in Stpl.	PA #1	733.49	660.8 cu. yd.	1.11	1.00	660.80
2½ - 1¼ " " " " "		793.98	715.3 cu. yd.	1.11	1.00	715.30
2¼ - 3/4 " " " " "		402.38	362.5 cu. yd.	1.11	1.00	362.50
3/4 - 0 " " " " "		843.93	760.3 cu. yd.	1.11	1.00	760.30
¼ - 0 " " " " "		626.48	2,505.9 cu. yd.	0.25	0.25	626.48
Hauling Extra Cr. Rock, Pile Measure		1,247.91	6,971.54 yd. mi.	0.179	0.15	1,045.73
		$195,554.33				$179,286.21

Total Cost	$195,554.33
Gross Revenue	179,286.21
Net Loss	$16,268.12

Net Loss Equals 8.3% of Gross Revenue

Contract 1934

Detail of Cost

Labor:

Supervision		$2,512.24	
Labor		54,727.32	
State Industrial Accident Insurance 6½%		3,720.57	
Unemployment Compensation 1% - 1936, 2% - 1937		1,086.20	
Old Age Benefit 1% - 1937		513.80	
			$62,560.13

Materials:

"E" Grade Asphalt	710.29 Ton at 17.90	12,714.19	
Cutback Asphalt	341.61 Ton at 18.40	6,285.62	
			18,999.81

Miscellaneous:

Equipment Rental	62,453.25	
Gas, Oil & Grease	17,965.44	
Explosives	8,096.53	
Move In and Set Up	1,739.37	
Freight	151.22	
Miscellaneous Expense	9,723.50	
Overhead Expense	1,546.75	
Shop Expense	1,065.31	
Drilling Expense	1,347.59	
Office Expense	3,585.72	
Wood for heating Oil	26.00	
Loss of Shop by Fire	3,000.00	
Liability Insurance	1,501.05	
Bond 1% of Revenue	1,792.86	
		113,994.59
Total Cost		$195,554.53

Contract 1934

Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In and Set Up	$5,528.51	71,520.2 cu. yd.	0.0773
Quarry Operation	22,729.12	" "	0.3178
Quarry to Crusher	17,500.99	" "	0.2447
Crusher Operation	32,076.81	" "	0.4485
Total Cost of Crushed Rock in Bunkers	$77,835.43	71,520.2 cu. yd.	1.0883

The erection of the crushing plant was started in November 1936, and was completed March 26, 1937, when the first crushed material was produced. The delay in erection was due to a winter shutdown. The plant was well constructed and equipped and was located near the middle of the job. Equipment consisted of a 24" x 36" Pioneer jaw, a 28" Traylor gyratory and a 20" x 40" Pioneer rolls crusher, a 3' x 10' Pioneer two deck, a 3' x 8' Niagara two deck, and a 3' x 8' three deck vibratory screens. A belt conveyor elevated material from the primary crusher to the first screen, and bucket conveyors raised crushed material from the gyratory and rolls crushers to their respective screens. Power for the operation of the crushers was furnished by an 80 h.p. caterpillar, a 100 h.p. International and a 50 h.p. International diesel engines. An additional 50 h.p. International engine drove a generator which supplied current to six electric motors operating the conveyor, screen and light systems. Of available shift time, 9% was lost while drilling and shooting a coyote hole; 33% was lost due to rain and breakdowns, and 58% was spent in producing 74,028 cu. yds. of material at a rate of about 55 cu. yd. per hour.

The quarry was located in a cut purposely left unfinished when the section was graded on a previous contract. The rock was exceedingly hard and required frequent sharpening of tool steel. This was done on the job. Two weeks were required to drill and shoot a coyote hole. The shot brought down less material than was expected, and a considerable portion broke large and required reshooting. Powder for shooting crusher material amounted to 1 lb. per cu. yd. Material was moved from the quarry to the plant with a 1 3/4 yard gas shovel and three 5-yard trucks. Crushing operations were completed Aug. 3rd, 1937.

Contract 1954

REMARKS:

This contract was awarded on November 10, 1936, and work was started on November 16th. Work was interrupted through January and February by winter weather, resumed March 8th, and completed Sept. 17th, 1937.

The first operation consisted of laying a gravel base over a 5½ mile section on the north end of the project, source of material being a pit in Bear Creek approximately 3.2 miles from the project. The material contained an excess of oversize and was loaded with a 1/2-yard gas shovel and hauled in three 8-yard trucks. The haul over good roads averaged 5.1 miles. Three 3-yard trucks were also used part of the time. This operation was completed December 21st, 1936. Granite leveling course and slide material were moved as weather permitted until January 3rd, 1937, when snow and rain caused all work to be shut down.

Rock surfacing was hauled from the plant to the road until all work was finished from the north end to the Wall Creek Underpass. At this point it was necessary to stockpile material for the balance of the project as grading operations being done by McNutt Bros. had not been finished on time. Surfacing on this section was started August 16th, and completed August 21st.

Oiling equipment was rented from Dunn of Klamath Falls. A boiler and one retort were set up by a siding in Ashland, 2½ miles from the north end of the job. From this point oil was heated and hauled to lay a cutback asphalt binder course and a B-12 course on the north 5-mile section of the project. After the south section was surfaced, the boiler and retort were moved to a siding at Siskiyou Station, ½ mile from the south end of the project. From this point, cutback asphalt binder course and a B-12 course were layed on the south 3-mile section of the project. Also, a cutback asphalt seal coat over the entire length of the job was hauled from this point.

High costs on this project have been due to a very difficult quarry, it being necessary to reshoot about 50% of the rock, and to a high overhead occasioned by two winter months shutdown during which quite a few key men were retained on the job. The fact that grading operations on the south end of the project were not ready on the date set for completion, made it necessary to stockpile and rehandle about 25% of surfacing material. This added to the unit cost of operation; loss on the job was also increased by a $8,500.00 fire, $3,500.00 being covered by insurance, which destroyed the shop.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#1934

RECEIVED
DEC 22 1937

1909CE7DH

December 22, 1937

Hanson & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of December 20th you are advised that final payment has not yet been made to E. C. Hall in connection with his Contract No. 1934, Tolman Creek-Siskiyou Section in Jackson County.

The amount of this payment is $9,677.54, and we expect that the warrant covering the payment will be mailed out within the next few days,

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

#1934
~~Jackson Co~~

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. [illegible], PRES.
J. D. ROWLAND, SECY.

RECEIVED
[illegible] 22 1937
STATE HIGHWAY COMMISSION

December 20, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46388 - E. C. HALL to STATE OF OREGON - Tolman Creek-Siskiyou Section of the Pacific Highway, in Jackson County, Oregon.

Gentlemen:

With further reference to your letter of December 9th, in which you advised that it was the intention of the State Highway Commission to make final settlement with E. C. Hall for work done under the above captioned contract on or after December 18th, we would appreciate your advising us if final payment has now been made.

Thanking you in advance for this information, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents
By F Tunnard
Surety Bond Department

MF

19845

$9,677.34

REFERRED TO [illegible]
BY SECRETARY

Form 2-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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DEC 15 1937
FOR FILING
[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

December 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

We are enclosing three copies of Authority for Additional Expenditure requesting an additional $2,000.00 authorization on the Tolman Creek-Siskiyou Section, Contract No. 1954.

This is in accordance with a recent request from Mr. Probert and is to cover charges made against this job by the Salem office.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

NOTED
Chief Highway Engineer

RBS:MDG
cc--R. H. Baldock ✓

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

R. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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FOR FILING
190 AC 5794

NOTE
O. R. PROCOLO

December 9, 1937

RECEIVED
DEC 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. E. PROBERT

Dear Sir:

Reference is made to our copy of your letter of December 8th, to P. F. Whitmore, in which you request that he submit a request for additional authorization of $2000.00 for the Tolman Creek-Siskiyou project, Contract No. 1934.

Our records indicate that there are $157,999.36 authorized on this contract, including an additional $5500.00 authorized on August 31st. Our records would also indicate that the expenditures are exactly the same amount, adding the cost of purchasing excess screen rejects to the expenditures shown on Whitmore's semi-final estimate.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

#1934

RECEIVED
DEC 11 1937
FOR FILING

December 9, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1934 for the construction of the Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County, has been completed by the contractor, E. C. Hall, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 18, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $179,286.21, including the final payment. Of this amount $412.74 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 22 1937
SALEM
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
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FOR FILING

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OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

We are returning today by express four material receipt books and a copy of the final estimate on the Tolman Creek-Siskiyou Section, which have been checked by Mr. P. P. Whitmore.

Mr. Whitmore advises that he checked the corrections made by Mr. McCallister.

We are also sending the final construction profile of this job in the same package.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

190 AE

November 10, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in the extension of time of Mr. Hall's Contract #1934, covering the surfacing and bituminous macadam on the Tolman Creek-Siskiyou Station Section of the Pacific Highway, F. A. Project 190-A,C,E,F, G,H, from Aug. 31, 1937 to Sept. 18, 1937.

Mr. Hall could have finished this contract within the specified time had the grading contractor finished the Wall Creek-Siskiyou Station Section on time. The grading contractor was held up because he was unable to secure burning permit because of weather conditions and also because of unusual amount of additional slide material to be removed.

Since Mr. Hall was delayed by circumstances beyond his control, and since the traveling public was not inconvenienced by this delay, or engineering costs increased, it is recommended that the extension of time be granted without penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

#1934

RECEIVED
NOV 12 1937
FOR FILING
[illegible]

November [illegible] 1937

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Gentlemen:

Please find enclosed copy of a letter from E. [illegible] Hall requesting an extension of time on his contract No. 1934, Tolman Creek-Siskiyou Section.

Will you please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 27 1937
FOR FILING

RECEIVED
OCT 27 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith the Price Agreement #3 on the Tolman Creek-Siskiyou Section of the Pacific Highway, contract #1884, which covers the materials remaining at the end of the project.

You will recall that you recently wrote me saying Mr. Baldock would approve this purchase.

Very truly yours,

K. D. Lytle RAS.

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. P. P. Whitmore

KDL:AF

FORM S-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1937
FOR FILING
1900a 2274

Oct. 19th, 1937.

E. C. Hall
11th & Grant Sts.
Eugene, Oregon.

Dear Sir:

Your contract No. 1934, covering the construction of the Tolman Creek-Siskiyou Section of the Pacific Highway was not completed within the time specified, which was August 31st, 1937.

Our records show that this work was completed September 18th, 1937, and it is requested that you apply to the Commission for an extension of time to and including that date. Consent of your surety should also be secured to this extension.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. H. B. Glaisyer

KDL:AF

#1934

RECEIVED
OCT 18 1937
FOR FILING

190nCE79H

October 18, 1937

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the E. C. Hall Contract No. 1934, Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County.

The time limit on this contract expired on August 31, 1937, and according to our records the work was not completed until September 18, 1937. Will you please requestthe contractor to submit his application for an extension of time along with the written consent of his surety. It will also be necessary to have your recommendation in connection with the extension.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1934

RECEIVED
OCT 18 1937
FOR FILING

1934 C 879#

October 18, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall on Contract No. 1934 for the construction of the Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County. This payment will be made on or after October 28, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 15 1937
~~FOR FILING~~

RECEIVED
1937
STATE HIGHWAY COMMISSION

In Reply Please
Refer to File No.

October 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

The following final records on the Tolman Creek-Siskiyou Surfacing Project, Contract No. 1934, are being sent to your office today by express:

One box containing 146 Material Receipt Books, one book of field notes, 4 copies of Semi-Final Estimate and Quantity Summary, 3 copies of payrolls and bills covering Extra Work Orders 1 and 2, and one envelope of certified statements of tonnage of asphalt.

One roll (on hard copy, full width) showing summary of Mat'l Receipt Books and summary of quantities stockpiled.

One roll (on hard copy, half width) showing summary of Mineral Aggregate, asphalt and cutback asphalt.

Whitmore advises that the final construction profile will be forthcoming in a few days.

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Office Engineer

RBS:HIG
cc--R. H. Baldock
J. W. McAllister

NOTED
State Highway Engineer

FORM 2-A-1 5M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 15 1937
FOR FILING

19766

1937

Oct. 13th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

At the completion of Mr. Hall's contract covering the Tolman Creek Siskiyou Section of the Pacific Highway, there remained unused the following quantities of crushed rock:

660.8 Cu. Yds.	4½"—2½"
715.3 Cu. Yds.	2½"—1½"
362.5 Cu. Yds.	2½"—3/4"
760.3 Cu. Yds.	3/4"-0"
2505.9 Cu. Yds.	1/4"-0"

Mr. Hall wishes us to purchase this material. He offers the first four sizes at $1.00 per yard and the last size (¼"-0") at $0.25 per yard. These prices together with the haul involve an amount which would bring the total asked for the material to $4162.96.

The reason for having such a large quantity of rock left over after the road was built was due to the fact that Mr. Hall was in a hurry to finish with his crushing and as the grading was not completed he was unable to tell exactly how much material he would need. In order that he might not be short, he crushed this extra yardage. The ¼"-0" material could be used advantageously for sanding of the roads and I find from past experience that we use a great deal of this grade and hence could readily recommend its purchase.

It occurred to me that the balance of the rock could be used in constructing detours on the south side of the mountain. There will probably be three or four places on this line where we will have to change the location of the present highway and I believe that this rock might work in well with the surfacing of these detours.

Will you please advise as to your wishes in regard to the purchase of this crushed rock? Additional money will have to be appropriated if it is bought because we have used all of our appropriation on the other job.

Very truly yours,
K. D. Lytle ERS.
K. D. LYTLE
Division Engineer

NOTED
State Highway Engineer

cc. R. H. Baldock ✓
KDL:AF

Form 338—5M—12-36

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 1937

Section Tolman Creek- Siskiyou

Kind of work Surf. & Bit. Mac.

Highway Pacific

Section prefix 15-1114 (F A 190 A C E F G H)

Contractor E. C. Hall

Contract number 1934

Date of contract Nov. 10, 1936

Date of completion Aug. 31, 1937

Date work started " 18, 1936

~~Estimated~~ date of completion Sept. 18, 1937

Amount of contract $ 144544.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 175000.

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 8500., 4.9 %

Date project was completed Sept. 18, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked 3 days- 1 - 7 hr shift per day putting on shoulder rock. Worked 3 days brooming surfacing, rolling shoulders, cleaning up plant site, etc.

Opened this section of highway to traffic Friday A. M., Sept. 17, 1937.

J. E. Folston, transitman, reported for work Sept. 13.

RECEIVED
SEP 20 1937
[illegible]

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.92			
Miles partially completed					
Miles completed		7.92			
Total estimated quantities		[illegible]		720 tons 2 grade asph 242 " cutbk	
Estimated quantities moved or placed to date		[illegible]		all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				35	

Percentages of men employed on contract to be secured from:

Jackson County, 100%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Jackson COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	23					5	28
Men and teams							
Men and trucks under 3 tons	3						3
Men and trucks over 3 tons	3						3
Men and tractors							
shovel opr's	1						1
	30					5	35

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-A-4
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING
190R2871

September 2, 1937

Mr. F. P. Whitmore,
Resident Engineer,
Ashland, Ore.

Dear Sir:

Reference is being made to your Department Order for materials for 200' of standard cable guard fence which is to be constructed on the Koble property.

In order to order these materials, it will be necessary to have an itemised order. That is the number of posts, number and size of rails, length of cable, number of eye bolts, hook bolts, fasteners, nails, etc. The State Force Order has been approved and as soon as your itemised order is received for guard fence the materials will be Ordered.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock
K. D. Lytle

NOTED
Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 30 1937
FOR FILING

5-F

August 24th, 1937

IN REPLY PLEASE REFER TO FILE No.

Mr. E. C. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Since making the appointment with you for August 31st, I have received an itinerary for an inspection trip which also starts August 31st, and lasts through September 2nd.

Since the Commission will wish you to accompany them on part of this trip, it will be inadvisable to attempt to make the inspection next week. The following week I will be away attending the Montana Bituminous Conference, so I suggest you make your own arrangements with VanScoy and not wait for me to accompany you.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM A-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 30 1937
FOR FILING

August 24th, 1937

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Mr. VanScoy and I will inspect the slide on the Siskiyou with you on August 31st. We will endeavor to leave Salem by Monday noon at least.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

X

RECEIVED
AUG 23 1937
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1937
FOR FILING

190CE #14
or 190-N?

August 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

Dear Sir:

We have completed the shafts on the Siskiyou slide and I would like to have you and Van Scoy go over the project.

I will be down at Ashland on the 30th of this month. Will you be able to be there on that day or the next?

If we are to construct a tunnel, I would like to do the work before it rains.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 11 1937
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[illegible]

Aug. 9th, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have one of the test holes or shafts down to the slip plane on the big slide on the Siskiyou Mountains.

I am sending herewith a small piece of the rock on which this slide rests. You will note that the scour of the old slide is plainly evident on this rock.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

RECEIVED
AUG 2 1937
FOR FILING
190 ACEGH

July 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 23, 1937, we are sending, under separate cover, five blueprint copies each of the plan sheets showing revised typical cross-sections for Federal Aid Projects 190-A, C, E, G and H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

June 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to Oregon Federal Aid Project Nos. 190-A, C, B, F, G and H, the Siskiyou Mountain surfacing.

At the time of the inspection of these projects by the Commission in May, it was decided to increase the thickness of the rock base from 4-1/2" to 9" on certain portions where the subgrade conditions were not satisfactory. While nothing was said concerning the bringing up of the granite shoulders to meet the increased depth of rock, we presume this will be taken care of so that the completed section will have the same crown and slopes as the approved section.

We believe a corrected section sheet should be submitted for each of the above projects where the section has been changed. The revised section sheet should show the depth of the subgrade material as actually placed.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
1937

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSON

H. B. GLAISYER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
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RECEIVED
JUL 27 1937
FOR FILING
190 [illegible]

July 22, 1937

NOTED
C. B. McCullough

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

In case you wanted to submit a revised estimate on the Tolman Creek-Siskiyou Section, I have asked Whitmore to give me a revised estimate on the Wall Creek Under Crossing Section and on the Wall Creek-Siskiyou Section.

These are being submitted herewith.

Your attention is called to the lack of any estimate covering the work done by the railroad company in connection with the railroad crossing. The available records were not complete enough to allow me to include that item.

If permissible, I would suggest that we include in the Wall Creek-Siskiyou Section an item of $10,000 for slide correction. This amount is purely a guess but in my opinion there is a good chance that the slide at station 480 may require heroic treatment before we stop it and if we could secure federal aid on it we should do so.

Very truly yours,

K. D. L.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-4
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 27 1937
FOR FILING

NOTED
C. B. McCullough

July 22, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith revised typical sections of surfacing we are using on the Tolman-Siskiyou Section of the Pacific Highway, and a revised estimate which has been broken up into sections corresponding with the limits of the federal aid sections.

Very truly yours,

K. D. L.

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

R.H. Baldock

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Cost Analysis to July 15th, 1937
Pacific Highway, Tolman Cr.-Siskiyou Section
Surfacing and Bituminous Macadam
Contract 1954, Prefix 15-1114

E. C. Hall, Contractor — P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$5,695.35	13,252 cu. yds.	0.43	0.30	$3,975.60
Truck Haul	742.27	4,331 yd. mi.	0.171	0.14	606.34
Gravel Topping	9,283.50	9,550 cu. yd.	0.97	0.80	7,640.00
Granite Leveling Course	7,660.71	15,041 cu. yd.	0.509	0.40	6,016.40
Hauling Granite Leveling Course	4,364.68	24,026 yd. mi.	0.182	0.15	3,603.90
Coarse Mat'l in Surfacing	33,359.09	21,842 cu. yd.	1.53	1.40	30,578.80
Key " " "	11,811.21	6,922 cu. yd.	1.71	1.50	10,383.00
Screenings " "	6,649.57	3,897 cu. yd.	1.71	1.40	5,455.80
3/4" Rock in Shoulders	407.32	266 cu. yd.	1.53	1.40	372.40
Sprinkling	1,876.16	1,618.4 M-Gal.	1.16	1.50	2,427.60
Screen Rejections	452.50	1,810 cu. yd.	0.25	0.25	452.50
Haul Screen Rejections	129.00	860 yd. mi.	0.15	0.15	129.00
	$82,411.36				$71,641.34

Total Cost	$82,411.36
Gross Revenue	71,641.34
Net Loss	$10,770.02

Net Loss Equals 15.0% of Gross Revenue

Contract 1934

Detail of Cost

Labor:			
Supervision (Supt. & Bookkeeper)		$4,055.35	
Labor		42,149.54	
State Industrial Accident Insurance		3,003.32	
Unemployment Insurance		859.07	
Old Age Benefit		400.26	
			$50,467.54
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$43,410.00	
Gas, Oil & Grease		12,512.90	
Explosives		6,317.15	
Drilling Supplies		1,267.36	
Camp Supplies		58.97	
Plant Supplies		1,853.17	
Miscellaneous Supplies		4,511.35	
Loss of Shop - Destroyed by Fire (65%)		1,950.00	
Liability & Equipment Insurance		859.69	
Bond		716.41	
Home Office & General Overhead		861.72	
Move In Expense & Freight		519.90	
			74,838.62
Deduction for Material in Stockpile not included in Estimate:			
Coarse Material	9,322 cu. yd. at 1.25	$11,652.50	
Key	1,569 cu. yd. at 1.25	1,961.25	
Screening	2,085 cu. yd. at 1.25	2,606.25	
Shoulder Material	3,992 cu. yd. at 1.25	4,990.00	
Mineral Aggregate	13,553 cu. yd. at 1.60	21,684.80	
			- 42,894.80
Total Cost			$82,411.36

Contract 1934

Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In and Set Up	$5,794.86	75,000 cu. yd.	$0.0773 cu. yd.
Quarry Operation	28,368.11	70,000 cu. yd.	0.4053 cu. yd.
Quarry to Plant	15,527.54	63,451 cu. yd.	0.2447 cu. yd.
Plant Operation	21,396.70	63,451 cu. yd.	0.3372 cu. yd.
Total Cost Crushed Rock in Bunkers	$71,087.01		$1.0645 cu. yd.

The erection of the crushing plant was started in November 1936, and was completed March 26, 1937, when the first crushed material was produced. The delay in erection was due to a winter shut-down. The plant is well constructed and equipped, and is located near the middle of the job. Equipment consists of a 24" x 36" Pioneer Jaw, a 28" Traylor Gyratory, and a 20" x 40" Pioneer Rolls crusher; a 3' x 10' Pioneer two deck, a 3' x 8' Niagara two deck and a 3' x 8' three deck vibrator screens. A belt conveyor elevates material from the primary crusher to the first screen, and bucket conveyors raise crushed material from the gyratory and rolls crushers to their respective screens. Power for the operation of the crushers is furnished by an 80 H.P. caterpillar, a 100 H.P. International and a 50 H.P. International diesel engines. An additional 50 H.P. International engine drives a generator which supplies current to six electric motors operating the conveyor, screen and light systems. Of available shift time, 11% was lost while drilling and shooting a coyote hole; 33% was lost due to rain and breakdowns and 56% was spent in producing 63,451 cu. yd. of material at a rate of about 60 cu. yd. per hour.

The quarry is located in a cut purposely left unfinished when this section was graded on a previous contract. The rock is exceedingly hard and requires sharpening of tool steel which is done on the job. Two weeks were required to drill and shoot a coyote hole. The shot brought down less material than was expected and a considerable portion broke large requiring re-shooting. Material is being moved from the quarry to the plant with a 1-3/4 yard gas electric shovel and three 3 cu. yd. trucks.

Contract 1954

REMARKS:

This contract was awarded on November 10th, 1936, and work was started on November 16th. Work was interrupted through January and February by winter weather and is now 65% complete.

The first operation consisted of laying a gravel base over part of the project, source of material being a pit in Bear Creek approximately 3.2 miles from the project. The material contained an excess of oversize and was loaded with a ½ yd. gas shovel and hauled in three 8 cu. yd. trucks. The haul over good roads averaged 5.1 miles. Three 3 cu. yd. trucks were also used part of the time. This operation was completed December 21, 1936. Granite leveling course and slide material were moved as weather permitted until Jan. 3, 1937, when snow and rain caused all road work to be shut down.

Rock production was carried on from March 26th, and to the presnet date is 85% complete. All surfacing rock has been produced and the remaining oil rock and maintenance material should be finished by August 1st. Sufficient surfacing material has been stockpiled to complete the surfacing over the section now being graded on another contract.

The high costs on this job have been due to a very difficult quarry, it being necessary to reshoot about 50% of the rock, and to a high overhead occasioned by two winter months shutdown during which quite a few key men were retained on the job. The loss now showing will be reduced as the job progresses, but the gain for the balance of the job cannot be sufficientto offset the loss already sustained.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

R H Baldock

July 10th, 1937

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JUL 16 1937
FOR FILE
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Cost Analysis to June 15th, 1937
Pacific Highway, Tolman Creek-Siskiyou Section
Surfacing & Bituminous Macadam

E. C. Hall, Contractor   P. P. Whitmore, Resident Engineer

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$5,494.89	12,907 cu. yd.	0.426	0.30	$3,872.10
Truck Haul	730.92	4,299.5 yd. mi.	0.17	0.14	601.93
Gravel Topping	9,263.50	9,550 cu. yd.	0.97	0.80	7,640.00
Granite Leveling Course	6,561.47	12,993 cu. yd.	0.505	0.40	5,197.20
Hauling Granite Leveling Course	3,618.09	20,100.5 yd. mi.	0.18	0.15	3,015.08
Coarse Mat'l in Surfacing	33,131.44	21,797 cu. yd.	1.52	1.40	30,515.80
Key " "	11,811.21	6,922 cu. yd.	1.71	1.50	10,383.00
Screenings " "	6,649.57	3,897 cu. yd.	1.71	1.40	5,455.80
3/4" Rock in Shoulders	357.20	235 cu. yd.	1.52	1.40	329.00
Sprinkling	1,432.90	1,246 M-Gal.	1.15	1.50	1,869.00
Screen Rejections	452.50	1,810 cu. yd.	0.25	0.25	452.50
Haul Screen Rejections	120.40	860 yd. mi.	0.14	0.14	120.40
	$ 79,624.09				$ 69,451.81

Total Cost	$79,624.09
Gross Revenue	69,451.81
Net Loss	$10,472.28

Net Loss Equals 15.1 % of Gross Revenue

Contract 1934

Detail of Cost

Labor:		
Supervision (Supt. & Bookkeeper)	$3,309.50	
Labor	30,554.36	
State Industrial Accident Insurance	2,180.27	
Unemployment Insurance	612.25	
Old Age Benefits	276.85	
		$ 36,933.23
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	32,317.00	
Gas, Oil & Grease	11,171.00	
Explosives	2,926.98	
Drilling Supplies	847.91	
Camp Supplies	58.97	
Plant Supplies	1,853.17	
Miscellaneous Supplies	3,739.10	
Loss of Shop - Destroyed by Fire (45%)	1,350.00	
Liability & Equipment Insurance	833.42	
Bond	694.52	
Home Office & General Overhead	721.18	
Move In Expense & Freight	444.31	
		56,957.56
Deduct for Work Done but not included in Estimate		13,966.70
Total Cost		$ 79,624.09

Contract #1934

Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In & Set Up	$4,859.21	60,000 cu. yd.	$0.0810 cu. yd.
Quarry Operation	17,848.64	46,000 " "	0.3880 " "
Quarry to Plant	12,026.63	43,661 " "	0.2755 " "
Plant Operation	15,044.01	43,661 " "	0.3446 " "
Total Cost Crushed Rock in Bunkers	$ 49,778.49		$ 1.0891 cu. yd.

The erection of the crushing plant was started in November 1936 and was completed March 26, 1937, when the first crushed material was produced. The delay in erection was due to a winter shutdown. The plant is well constructed and equipped and is located near the middle of the job. Equipment consists of a 24" x 36" Pioneer Jaw, an 8" Traylor Gyratory, and a 20" x 40" Pioneer Rolls crusher, a 3' x 10' Pioneer two deck, a 3' x 8' Niagara two deck and a 3 x 8 three deck vibrator screens. A belt conveyor elevates material from the primary crusher to the first screen and bucket conveyors raise crushed material from the gyratory and rolls crushers to their respective screens. Power for the operation of the crushers is furnished by an 80 H.P. caterpillar, a 100 H.P. International and a 50 H.P. International diesel engines. An additional 50 H.P. International engine drives a generator which supplies current to six electric motors operating the conveyor, screen and light systems. Of available shift time, 16% was lost while drilling and shooting a coyote hole, 32% was lost due to rain and breakdowns and 51% was spent in producing 43,680 cu. yd. of material at a rate of 60 cu. yd. per hour.

The quarry is located in a cut purposely left unfinished when this section was graded on a previous contract. The rock is exceedingly hard and requires sharpening of tool steel which is done on the job. Two weeks were required to drill and shoot a coyote hole. The shot brought down less material than was expected and a large portion broke large, requiring re-shooting. Material is being moved from the quarry to the plant with a 1 3/4 yd. gas electric shovel and three 3 cu. yd. trucks.

Contract 1934

REMARKS:

This contract was awarded on November 10th, 1936, and work was started on Nov. 16th. Work was interrupted through January and February by winter weather and is now 45% complete.

The first operation consisted of laying a gravel base over a part of the project, source of material being a pit in Bear Creek approximately 3.2 miles from the project. The material contained an excess of oversize and was loaded with a ½ yard gas shovel and hauled in three 8 cu. yd. trucks. The haul over good roads averaged 5.1 miles. Three 5 cu. yd. trucks were also used part of the time. This operation was completed on December 21, 1936. Granite leveling course and slide material were moved as weather permitted until Jan. 3, 1937, when snow and rain caused all road work to be shutdown.

Rock production was carried on from March 26th, and to the present date is 70% complete. All surfacing rock has been produced and approximately 16,000 cu. yd. of oil rock and maintenance material yet remain to be crushed. Sufficient surfacing material has been stockpiled to complete the surfacing over the section now being graded on another contract.

The high costs on this job have been due to very difficult quarry, it being necessary to reshoot about 50% of the rock, and to a high overhead occasioned by two months winter shutdown during which quite a few key men were retained on the job. The loss now showing will be reduced as the job progresses, but the gain for the balance of the job cannot be sufficient to offset the loss already sustained.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

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R H Baldock

Pacific Highway, Tolman Creek-Siskiyou Section
Surfacing & Bituminous Macadam
Contract 1934, Prefix 15-1114
E. C. Hall, Contractor
P. P. Whitmore, Resident Engr.

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$5,229.45	11,621 Cu. Yd.	0.45	0.30	$3,486.30
Truck Haul	657.99	3,870.5 Yd. Mi.	0.17	0.14	541.87
Gravel Topping	9,263.50	9,550 Cu. Yd.	0.97	0.80	7,640.00
Granite Leveling Course	6,341.98	11,966 Cu. Yd.	0.53	0.40	4,786.40
Hauling Granite Lev. Course	3,551.87	19,621.5 Yd. Mi.	0.18	0.15	2,943.23
Coarse Mat'l in Surfacing	20,607.80	12,401 Cu. Yd.	1.66	1.40	17,361.40
Key " " "	6,359.91	3,416 Cu. Yd.	1.86	1.50	5,124.00
Screenings " "	3,304.87	1,777 Cu. Yd.	1.86	1.40	2,487.80
Sprinkling	571.38	473 M-Gal.	1.21	1.50	709.50
	$55,868.75				$45,080.50

Total Cost	$55,868.75
Gross Revenue	45,080.50
Net Loss	$10,788.25

Net Loss Equals 23.9% of Gross Revenue

Contract 1954

Detail of Cost

Labor:		
Supervision (Supt. & Bookkeeper)	$2,712.82	
Labor	20,715.06	
State Industrial Accident Insurance	1,522.81	
Unemployment Insurance	409.96	
Old Age Pension	175.70	
		$25,536.35
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	20,445.75	
Gas, Oil & Grease	9,008.18	
Explosives	2,926.98	
Drilling Supplies	87.50	
Camp Supplies	58.97	
Plant Supplies	1,853.17	
Misc. Supplies	2,727.75	
Loss of Shop-Destroyed by Fire (50%)	1,950.00	
Liability & Equipment Insurance	540.97	
Bond	450.81	
Home Office & General Overhead	582.84	
Move In Expense & Freight	431.77	
		41,118.69
Deduction for Work Done but not included in Estimate		10,732.29
Total Cost		$55,868.75

Contract 1934

Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$2,111.28	59,900 Cu. Yd.	0.12 Cu. Yd.
Quarry Operation	9,676.70	19,329 Cu. Yd.	0.55 Cu. Yd.
Quarry to Plant	4,926.32	19,329 Cu. Yd.	0.28 Cu. Yd.
Plant Operation	7,773.33	19,329 Cu. Yd.	0.44 Cu. Yd.
Total Cost Crushed Rock In Bunker	$24,487.63		$1.39 Cu. Yd.

Contract 1934

REMARKS:

This contract was awarded on Nov. 10, 1936, and work was started on Nov. 16th. Work was interrupted through January and February by winter weather and is now 70% complete.

The first operation was the laying of a gravel base over a part of the project, source of material being a pit in Bear Creek approximately 3.2 miles from the project. The material containing an excess of oversize was loaded with a ½ yard gas shovel and hauled in three 8 cu. yd. trucks. Three 3 cu. yd. trucks were also used part of the time. This operation was completed on Dec. 21, 1936. Granite leveling course and slide material was moved as weather permitted until Jan. 3, 1937 when snow and rain caused all road work to be shut down.

The erection of the crushing plant started in November and was completed March 26th, when the first crushed material was produced. The quarry is located in a cut which was purposely left unfinished when this section was graded on a previous contract. The rock is exceedingly hard, jackbits being dulled by two inches of drilling. This condition made it necessary to change from the Timken detachable bits and to use drill steel, sharpening it on the job. On March 29th it was decided to put in a coyote hole, which required two weeks work and was shot April 13th. The shot did not produce as much material as was expected and a large portion of the rock broke large, requiring re-shooting.

The contractor has a good crushing plant located near the middle of the job and adjacent to the quarry. A large jaw breaker (24 x 36) has proved valuable in handling the large sized material.

Material is being moved from the quarry to plant with a 1-3/4 yd. gas electric shovel and three 3 cu. yd. trucks. To date 50% of surfacing rock has been produced. Crusher has produced at the rate of about 60 cu. yd. per hour, actual running time. Coarse material has been hauled in three 10 cu. yd. trucks operating three 7-hr. shifts and dumping with a Jaeger spreader box. Two 3 cu. yd. trucks are hauling key and screening material to stockpile sites along the project. This material is being reloaded with a ½ cu. yd. shovel and hauled and spread in three 3 cu. yd. trucks during a 7-hr. daytime shift. During the additional two 7-hr. shifts, these trucks haul key and screening material to stockpile sites.

The high costs on this job have been due to a very difficult quarry, it being necessary to reshoot about 50% of the rock, and to a high overhead occasioned by two months winter shutdown during which quite a few key men were retained on the job. The loss now showing will be reduced as the job progresses, but the gain for the balance of the job cannot be sufficient to offset the loss already sustained.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM 6-A-1 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible]
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING
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IN REPLY PLEASE
REFER TO FILE NO.

June 1st, 1937

Mr. K. [illegible] Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

As a supplement to Price Agreement #1 on the Tolman Creek-Siskiyou Station Section, F.A.P. 190-A,C, E, F, G, H, please submit immediately the stations where you contemplate placing additional rock surfacing. This is to enable us to furnish an amended project statement to the Bureau of Public Roads.

This information should be complete so that we can revise our typical cross section to show where two courses of surfacing are used and where additional thickness only has been added. In other words, you should furnish us sufficient information so that typical cross sections for the entire job may be furnished the Bureau of Public Roads.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

[illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
[illegible]

May 29th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Attention: Mr. Davis.

Dear Sir:

Your concurrence is requested in the placing of a double seal on the Tolman-Siskiyou Section, F.A.P. 190-A,C,E,F,G,H.

We are not satisfied with the leakage tests taken on single seals placed last year and are returning to the double seal on our new specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN. 2 1937
FOR FILING
190-1-37

May 27th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith Price Agreements #1 and 2, contract 1934, Tolman Creek-Siskiyou Project.

I discussed with Mr. Baldock the advisibility of increasing the amount of rock to the extent of $15,000.00 and when he was on the job he thought it was the proper thing to do.

In regard to Price Agreement #2, the details of which were discussed with Mr. Baldock, I figure that it will take an additional 620 cubic yards of rock to put the second seal on and 42 tons extra of asphalt, which increases the cost $2728.00.

Due to the various slides and other contingencies on this project, to be safe, I think I should ask for this $2700.00 to put on the second seal.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-1
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1937
FOR FILING
190 RC 57 g #

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 10th, 1937.

State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Have you ever discussed with Mr. Baldock the matter of changing the oiling specification on the Tolman Creek-Siskiyou Station job from a B-12 to a B-11?

Very truly yours,

K D L
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 7 1937
STATE HIGHWAY COMMISSION

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MAY 8 1937
FOR FILING
190-Design

May 6th, 1937

IN REPLY PLEASE REFER TO FILE No.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I wish to acknowledge receipt of your letter of May 4th, relative to the Tolman Creek-Siskiyou Station Surfacing.

I am sorry that a decision on the matter cannot be had at once. As you know, this contractor has a large plant and is producing the surfacing rock at a rapid rate. In order not to hold up the job it will be necessary that I take steps to correct whatever faults were apparent in our original plan.

To this end, I would request that you give me permission to use my own judgement in this matter until such time as Mr. Baldock can personally look at the job.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Mr. Baldock will make an inspection of the Tolman Creek-Siskiyou [illegible] to your [illegible] is required. He does not wish to pass upon it without a personal inspection.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

cc to: R. H. Baldock ✓

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. C. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING

190 ACE 7 g #

May 4th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Baldock will make an inspection of the Tolman Creek-Siskiyou Station surfacing on May 17th. This is in response to your telephone conversation stating that additional thickness is required. He does not wish to pass upon it without a personal inspection.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAY 3 1937
FOR FILING

May 3, 1937.

RECEIVED
MAY 4 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On April 17th, you wrote asking for a report on the complaint made by Mr. Wm. F. Wilson relative to the destruction of his spring by the contractors on the Siskiyou work.

In response to that letter I asked Mr. Whitmore to investigate the matter and a copy of his report is attached hereto for your information.

Very truly yours,

K. D. LEFLA
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 22 1937
FOR FILING
190-ACC7 J4

April 17, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Attached is a copy of letter from Mr. William F. Wilson, with reference to a spring used for domestic purposes ~~and which~~ has been destroyed by contractors on the Siskiyou. Will you please make an investigation and take such action as you think necessary and give us a detailed report.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

E. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

RECEIVED
DEC 17 1936
FOR FILING

190-ACEFGH

December 16, 1936

Mr. E. C. Hall
775 West 11th Street
Eugene, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1934 awarded to you on November 19, 1936, for surfacing and bituminous macadam on the Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
MAY 7 1937
FOR FILING

190ACE7Z#

November 10, 1936

Mr. E. C. Hall
Eugene, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission today awarded you the contract covering the construction on the Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County, based on your low bid of $144,544.00 submitted on November 5, 1936.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

get them confirmed

CLASS OF SERVICE

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
NOVEMBER 10 1936

E C HALL
EUGENE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR TOLMAN CREEK SISKIYOU SECTION OF PACIFIC HIGHWAY IN JACKSON COUNTY BASED ON YOUR LOW BID SUBMITTED NOVEMBER FIFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

file

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · TELEGRAMS · CABLEGRAMS · RADIOGRAMS · Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16 DN 27 R AR 33 D L GOVT

NX PORTLAND OGN 428 PM NOV 10TH 1936

R H BALDOCK
STATE HIGHWAY DEPT
SALEM OGN

14

THIS IS TO CONCUR IN AWARD TODAY OF CONTRACT FOR OREGON ONE NINETY A C E F G AND H TOLMAN CREEK-SISKYOU SECTION PACIFIC HIGHWAY TO E C HALL EUGENE LOW BIDDER

LYNCH
434P

RECEIVED
NOV 13 1936
FOR [illegible]

190 a c e f g H

Telephone Your Telegrams to Postal Telegraph

CONFIRMATION

of Public Roads

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

[illegible] Oregon

NOV 12 1936

DAY LETTER

Portland, Oregon
November 10, 1936

R. H. Baldock
State Highway Engineer
Salem, Oregon

THIS IS TO CONCUR IN AWARD TODAY OF CONTRACT FOR OREGON ONE [illegible] A C B F G AND H TOLMAN CREEK-SISKIYOU SECTION PACIFIC HIGHWAY TO E C HALL EUGENE LOW BIDDER

Lynch

Paid govt. rate

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
NOVEMBER 10, 1936

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE CONTRACT FOR TOLMAN CREEK SISKIYOU PROJECTS WILL BE AWARDED TO R. C. HALL TODAY STOP PLEASE ADVISE

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

1500 or 2000 yards and the amount shown in the estimate was, I thought, sufficient to take care of any slides that might come in during the winter. I cannot see the necessity of giving the location of these slides as we do not know what will come in during the winter.

I proposed to use the bulk of the material for shoulders and surfacing of the approach roads. In regard to the additional approach roads the paragraph under the item of earthwork was put in to take care of any that we might have to build. At the present as far as I know, all of them have been constructed but it seems that toward the last there is always someone, who comes in and wants us to build an additional approach. This item could be left out or retained as you see fit.

4. I have inclosed a sheet showing the distribution of the decomposed granite together with the sources and the approximate quantities available. I do not agree with you that it is well to show this information as we will not know until Spring howmuch slide material will be available.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190E+98

Oct. 3, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In response to Mr. O'Neil's letter of Sept. 28th, regarding the surfacing of the Tolman Creek-Siskiyou Section of the Pacific Highway in Jackson County, I have revised the estimate and tabulation of quantities in conformance with the suggestions made by Mr. O'Neil.

I am inclosing herewith the computation sheets, straight line chart, revised estimates and tabulation of quantities, sheets showing distribution of granite topping and blue print of typical sections.

In answer to the questions contained in Mr. O'Neil's letter I wish to comment as follows:

1. The gravel topping should be terminated at station 305 and the revised estimates were made accordingly.

2. The reason for the variation in thicknesses of the surfacing from 4½" to 9" is due to the difference in sub-grade conditions. A part of this line is through granite cuts and fills made of the same material and on the sections made from this material we considered 4½" of surfacing sufficient.

3. I do not have notes giving the exact location of the slides nor the approximate quantities. The amount of slide material now on the road does not amount to over 1500 or 2000 yards and the amount shown in the estimate was, I thought, sufficient to take care of any slides that might come in during the winter. I cannot see the necessity of giving the location of these slides as we do not know what will come in during the winter.

I proposed to use the bulk of the material for shoulders and surfacing of the approach roads. In regard to the additional approach roads the paragraph under the item of earthwork was put in to take care of any that we might have to build. At the present as far as I know, all of them have been constructed but it seems that toward the last there is always someone, who comes in and wants us to build an additional approach. This item could be left out or retained as you see fit.

4. I have inclosed a sheet showing the distribution of the decomposed granite together with the sources and the approximate quantities available. I do not agree with you that it is well to show this information as we will not know until Spring howmuch slide material will be available.

Sheet 2
S. H. Probert

5. We plan to surface the Neil Creek Road connection with decomposed granite.

Under the heading of "Earthwork" I suggest the inclusion of an item providing for the removal of such other materials in the cut at station 389 as are not suitable for use in the manufacture of the crushed rock surfacing materials. We left in this cut about 9900 cubic yards of material, the most of which is shot up and is suitable for use in the manufacture of the crushed rock but some of the material on the edge is dirt and should be moved at our slide price.

As you know part of this line has not yet been graded and as the work is heavy there may be slides which will come in during the construction period, which might far overrun our estimated 5,000 yards and I suggest that a clause be included in the contract giving us the right to have the grading contractor take out any slides which might occur south of the Wall Creek Crossing. I would also suggest that the granite topping covering the gravel from station 110 to station 305 be left as originally written for the reason that the gravel we will use is quite coarse and we should provide something to smooth it up before the crushed rock is laid thereon. In line with this I have left this item in the estimate.

The gravel topping should be laid in one course on account of the many large stones it contains. One of my original plans followed closely your suggestion as to the covering of the gravel with crushed rock but I was instructed to keep this estim to close to the $150,000 which was set up in the program. You will note that your plan costs about $15,000 more than the plan I specified, making the total overrun about $19,000 more than was set up for the job.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. W. G. Smith

KDL:AF

NOTED
State Highway Engineer

FORM 2-A-1 5M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Gen. Files
190-E7yH

Sept. 5, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith the Special Provisions, Tabulation of Quantities, Estimate of Cost, Typical Cross-sections, Straight line diagram and Computation of Quantities on the Tolman Creek-Siskiyou Section of the Pacific Highway.

The job as written is the best I can do for the money set up. However, I believe that it will probably be satisfactory. As yet I have not been able to dig any test pits in the gravel but have asked Whitmore to put these down as soon as possible.

The size of the large rock in the macadam was changed to 4½"-2½". The minimum size was made 2½" instead of 2" in order that it would fit in with the large size aggregate used in the bituminous macadam.

I have not made any allowance for the surfacing of the approach roads as I figured on using the granite slide material for that purpose.

I have also included in this job 2000 cubic yards of maintenance material, which I think we should crush at this time.

Very truly yours,

K. B. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KBL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190E7g

June 10, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find Special Provisions and Engineer's Estimate for the Tolman Creek-Siskiyou Section of the Pacific Highway, surfacing and bituminous macadam.

Very truly yours,
E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

SPECIAL PROVISIONS June 10, 1936.

TOLMAN CREEK--SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

TIME AND PLACE OF RECEIVING BIDS

(The quarry site, station 388 is available now and all the grading, station 388 to 110 will be finished by July 1st. Grading from 388 to 440 will be finished about January 1, 1937, and grading from Wall Creek to Siskiyou station has been set for completion March 31, 1937. Contractor could therefore start on this job soon.)

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded, consists of the surfacing of 8.04 miles of highway roadbed and of the construction of 8.04 miles of bituminous macadam wearing surface, type B-12 modified on the Tolman Creek-Siskiyou Station, Pacific Highway in Jackson County.

The north end of the project is at station 110, which station is about two miles south of Ashland.

The south end of the project is at station 534+55 near Siskiyou Station.

Two connections to the Pacific Highway in the vicinity of Siskiyou Station shall also be covered with surfacing and bituminous macadam.

CLASS OF PROJECT

A regular Federal Aid project.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30th, 1937.

GRADING WORK

Work To Be Done:

The grading work to be done under this contract consists of the removal of such slide material as may come onto the roadbed either before or during the performance of surfacing work and the building up of settled or eroded embankments or road approaches. The shaping of the top of the roadbed to the cross section indicated by the typical cross section plan will not be considered pay excavation.

Standard Specification to Apply:

All grading work shall be performed and paid for in accordance with the standard specification for earthwork as given in section 8 of the standard specification form except as that specification is modified and supplemented by the provisions which follow:

SPECIAL PROVISIONS

TOLMAN CREEK-SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

June 10, 1936

Classification

All pay excavation shall be classified on the single classification basis described in the standard specification for earthwork.

ROUNDING OF TOPS OF CUTBANKS

Work to be Done:

Under this specification the contractor shall round off the tops of cutbanks to eleminate ravel and to improve the appearance of the roadside from station 283 to station 362.

Manner of Performance:
Where Rounding Will Not Be Required:
Measurement and Payment:

} Same as Emigrant Hill-Emigrant Springs

ROCK SURFACING

Standard Specification to Apply:

Same

Cross Section & Number of Courses:

Same except each course shall be 5 inches thick.

Kind, Quality and Source of Materials:

The materials to be used in the construction of the rock surfacing shall be manufactured from the hardest, most durable and most suitable rock obtainable from the rock quarry located adjacent to the Pacific Highway at station 308, approximately 5.5 miles south from the north end of the project. This quarry is a State owned quarry and the contractor will be permitted to take rock therefrom without payment of royalty or other charge. On completion of the quarrying operation, the contractor shall completely finish the highway cut and ditches and shall dress up both slopes so that they will have a neat, suitable appearance and be safe from slides or rolling rocks.

Sizes of Materials:

Same

SPECIAL PROVISIONS

TOLMAN CREEK--SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

Preparation of Sub-Grade:

The sub-grade shall be shaped to proper crown and grade and to smooth surface after which it shall be rolled until thoroughly compacted, and shall be maintained true to cross section grade and surface until covered with the surfacing materials.

Outline of Construction Procedure:

Same

Rolling:

Same

Maintenance of Surfacing:

Same

Measurement and Payment:

The basis of measurement and payment for the furnishing of the surfacing materials and the construction of the surfacing including preparation of sub-grade will be the same as is specified in the standard specification for rock surfacing. Pay items will be as follows:

1. Coarse materials in surfacing.
2. Key materials in surfacing
3. Screenings in surfacing
4. Sprinkling

Payment for the hauling of screen rejections, if any such hauling is required, will be made at 10¢ per yard mile instead of at a price of 14¢ as stated in the standard specification.

BITUMINOUS MACADAM WEARING SURFACING
TYPE B-12 MODIFIED.

Standard specification to Apply:

Same

SPECIAL PROVISIONS

TOLMAN CREEK--SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

Table of Details:

The table of details given in the standard specification do not include details for the B-12 modified type of bituminous macadam wearing surface. The details for that type are as follows:

(1) **General Details:**

Thickness of Wearing Surface - 2-3/4 inches
Number of courses, exclusive seal - 1
Kind of Bituminous Cement - "E" grade asphalt

(2) **Rates of Applying Materials:**

(A) **Main Course:**
2½" to 1¼" Rock - 0.07 cu. yd. per sq. yd.
~~0.07 cubic yards per sq. yd.~~
Bituminous cement 1.45 gal. per sq. yd.
3/4"-½" rock .018 Cu. Yd.
½"-¼" screenings .004

(B) **Seal Coat:**
Bituminous cement 0.45 gal. per sq. yd.
½"-¼" screenings 0.008 Cu. Yds. per sq. yd.
¼"-0 screenings 0.004 Cu. Yds. per sq. yd.

(3) **Total Quantities:**

Bituminous cement 1.90 gal. per sq. yd.
Aggregated, 0.104 cu. yds. per sq. yd.

Aggregates to be Furnished by Contractor:

Same as Emigrant Hill-Emigrant Springs Section

Kind, Quality of Aggregates:

The aggregates to be furnished for use in the construction of the bituminous macadam wearing surface shall be clean, crushed rock manufactured from hard, durable and otherwise suitable rock obtainable from the State owned rock quarry at station 288.

Grading and Cleanness:

Same

SPECIAL PROVISIONS

TOLMAN CREEK-SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

Size and Quantity of Aggregates:

The sizes and approximate quantity of crushed materials to be furnished for use in constructing the bituminous macadam wearing surface shall be as indicated by the following table:

ITEM	SIZE	APPROXIMATE QUANTITY REQUIRED
Coarse rock	2½" to 1¼"	7900 Cu. Yds.
Key rock	3/4" - ½"	2100 " "
Coarse Screenings	½"-¼"	1400 " "
Fine Screenings	¼"-0	500 " "
		Total - 11,900 Cu. Yds.

(Remainder of paragraph same)

Measurement and Payment:

The pay items in connection with the construction of the bituminous macadam wearing surface type B-12 modified shall be as follows:

1. Mineral aggregate in place.

2. Asphalt in place.

(Remainder of paragraph same)

ROCK SHOULDERS

Description

Same as Emigrant Hill

Materials:

The materials to be used in the construction of the rock shoulders shall be crushed rock of the same quality ~~that~~ as heretofore specified for rock surfacing all of which will pass a screen having 1¼" circular openings. It shall be well and uniformly graded from dust to the 1¼ inch size and shall contain not less than 25% nor more than 40% of material that will pass a screen having ¼" square openings.

Details of Construction:

Same as Emigrant Hill plus springling.

SPECIAL PROVISIONS

TOLMAN CREEK-SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

Measurement and Payment:

For each cubic yard of crushed rock used in the construction of the shoulders, payment will be made at the price bid per cubic yard for rock shoulders. Quantities to be paid for shall be determined by measurement of materials in trucks at the points at which they are deposited. Payment for shoulder materials on the basis above indicated shall be understood to comprise full and complete payment for the construction of the shoulders including the furnishing, hauling and placing of the materials, preparing of the sub-grade and the spreading and rolling work but not including sprinkling.

SPRINKLING

Same as Emigrants Hill plus sprinkling on shoulders.

CRUSHED ROCK IN STOCKPILES

Standard Specification to Apply:

The materials to be furnished in stockpiles shall be furnished in accordance with the standard specification for crushed materials in stockpiles specification "A" as the same is given in section 15 of the standard specification form except as that specification is supplemented and modified by the provisions which follow:

Kind and Quality of Materials:

The crushed rock to be furnished in stockpiles under this contract shall be clean, crushed rock of the same kind and quality as is hereinbefore specified for the mineral aggregates to be used in the construction of the bituminous macadam wearing surface.

Sizes of Materials:

The materials shall be of two sizes: - 3/4" to ½" and ½" to ¼". At least 90% of each size of the material shall pass a screen having openings of a certain size and at least 90% of each size of the material shall be retained on a screen having openings of a certain other size. The sizes of the screen openings for each size of the material shall be as follows:

Size	Size of openings in screen through which at least 90% must pass	Size of openings in screen on which at least 90% must be retained
3/4" - ½"	3/4" circular	½" circular
½" - ¼"	½" circular	¼" square

SPECIAL PROVISIONS

TOLMAN CREEK-SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

Assumed Distribution of Materials:

The materials shall all be stockpiled on the right of way at station 351.

Measurement and Payment:

The basis of measurement and payment for the crushed rock furnished under this contract shall be as stated in the standard specification for crushed materials in stockpile specification "A". Pay items being as follows:

1. 3/4" to ½" crushed rock in stockpile
2. ½" to ¼" crushed rock in stockpile

MISCELLANEOUS PROVISIONS

Contractor to Furnish Flagmen and Pilot Cars:

Signs to be of Standard Designs:

Responsibility For Maintenance:

From the time the contractor starts placing rock surfacing until all work to be done under the contract is completed the contractor will be responsible for the maintenance of the section and will be required to ~~complete~~ keep a passable roadway open throughout the section and will be required to keep the completed rock surfacing in a smooth, well compacted and otherwise satisfactory condition until covered with the bituminous macadam. The above provision does not apply to the removal of snow during the winter months. The removal of slides will be paid for under the item for excavation.

(It is necessary for contractor Berke to have a passable roadway past the surfacing contractor's operations from Neil Creek to Wall Creek. No other traffic need use this section of the road during construction but the surfacing contractor)

Truck Loads to be Leveled:

Printed Special Provisions:

Schedule of Performance:

(First two paragraphs same as Emigrant Hill)

Unless otherwise authorized by the engineer, construction of the bituminous macadam wearing surface shall not be commenced before June 1, 1937. It is understood that grading operations are underway from the quarry site to the south end of the project and the surfacing contractor shall conduct his operations in such a manner as not to interfere with the grading contractor's operations on these sections and shall permit the grading contractor to have

SPECIAL PROVISIONS_

TOLMAN_CREEK--SISKIYOU SECTION
SURFACING AND BITUMINOUS_MACADAM

(Schedule of Performance)

a passable roadway over this section from Neil Creek to Wall Creek. It is expected that all grading will be completed by March 31, 1937, but completion of the grading by this date is not guaranteed and non-completion by this date will not relieve the contractor of any obligation that he assumes under the contract or entitle him to any extra compensation or allowance of any kind except that an extension of the specified completion date will be made for a period of time equal to any delay which may occur in the completion of all grading work by March 31st, 1937.

Arrangement for Transportation_of Workers:

From Ashland

Employment_Agency:

Medford

Additional_Special_Provisions:

Liquidated_Damages_to be_Paid:

SPECIAL PRINTED PROVISIONS:

TOLMAN CREEK-SISKIYOU SECTION
SURFACING AND BITUMINOUS MACADAM

June 10th, 1936
E. A. COLLIER, Division Engr

ENGINEER'S ESTIMATE

Excavation single classification	5000 Cu. Yds. at	$.40	$2000.
Overhaul	2000 Sta. Yds.	.03	60.
Truck haul	2000 Yd. Mi.	.20	400.
Rounding of Tops of Cutbanks	9000 Lin. Ft.	.10	900.
Coarse Materials in Surfacing	49,000 C. Y. at	1.80	88200.
Key materials in surfacing	12,000 C.Y.	1.80	21600.
Screenings in surfacing	6,400 C.Y.	1.80	11520.
Sprinkling	1200 M. Gal.	2.00	2400.
Mineral aggregate in Place	11,900 C.Y.	3.00	35700.
Asphalt in place	900 tons	29.00	26100.
Rock shoulders	4200 C.Y.	1.80	7560.
3/4" - ½" Crushed Rock in stockpile	800 C.Y.	1.60	1280
½"-¼" " " " "	800 C.Y.	1.60	1280.
			$199,000.
Plus 10% for contingencies and engineering			19,900.
Total - -			$218,900.

CONTRACT# [redacted] 1935

12-1201 John Day Rock Prod., John Day-John
Day Burns Hwy. 1936

1935

FORM 1-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 18 1937
FOR FILING

August 14th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. [illegible] Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Will you kindly work up a project for crushing 60,000 yards of material for Section B of the John Day-Burns Highway, Oregon Forest Highway Route 35. Half of this material should be placed on the road and the other half stockpiled at the weakest sections which are subject to the action of frost boils.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AZ

cc to: R. H. Baldock

NOTED

#1935

RECEIVED
MAY 12 1937
FOR FILING
12-1201

May 11, 1937

Great American Indemnity Company,
[redacted] Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1935 for the construction of the Mt. Vernon-Prairie City and John Day-Vance Creek Section of the John Day and John Day-Burns Highways in Grant County, has been completed by the contractor, Chas. H. Leonard, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 21, 1937.

The State is not advised of any unpaid claims for labor or material, of of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $3,065.06, including the final payment. Of this amount $74.37 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

12-1201

COPY

May 4, 1937

Mr. James McFarland
OFFICE

Dear Sir:

The State Highway Commission on April 27 approved and granted an extension of time to the Oregon Contracting Company and Theodore Arens for the completion of their contract No. 1826 for the construction of the Rex Hill project in Washington and Yamhill Counties.

The extension is for 11 days---from November 30 to December 11, 1936.

The Commission also accepted the following contracts and authorized final payment in connection with each:

Contract No. 1826, with Theodore Arens and Oregon Contracting Company, for the construction of the Rex Hill Section, which was completed on December 11, 1936; 73

Contract No. 1911, with James Crick, for grading the West Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, completed April 25, 1937; 42

Contract No. 1955, with Chas. H. Leonard, for furnishing crushed rock on the Mt. Vernon-Prairie City and John Day-Davis Creek Section of the John Day and John Day-Burns Highways, in Grant County, completed April 8, 1937. 12-1201

Very truly yours,

Sgd. H. B. Glaisyer
Secretary

HBG:MBL

Original filed in 73.

#1935 +

RECEIVED
APR 26 1937
FOR FILING

12-1201

April 24, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. H. Leonard on Contract No. 1935 for the construction of the Mt. Vernon-Prairie City and John Day-Vance Creek Section of the John Day and John Day-Burns Highways in Grant County. This payment will be made on or after May 4, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending April 17, 1937

Section Mt. Vernon - Prairie City John Day - Vande Creek

Kind of work Crushed Gravel in Stockpiles

Highway John Day, John Day - Burns

Section prefix 12 - 1201

Contractor Chas. H. Leonard

Contract number 1935

Date of contract Nov. 25, 1936

Date of completion May 31, 1937

Date work started December 29, 1936

Estimated date of completion April 8, 1937

Amount of contract $7,720.00

Per cent of time elapsed 72%

Estimated cost of completed project, exclusive of engineering $7,720.00

Per cent of contract completed, based on total contract price 101.4%

Engineering cost to date, $552.71, 7.1%

Date project was completed April 8, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was submitted to the division office Thursday, April 15. The cost of the project a shown on this estimate was approximately $115.00 under the amount appropriated therefore.

There was a 1.1% everrun on engineering which was occasioned largly by necessity of clearing heavy snowfall off of stockpile sites.

Signed R E Mollinet

Address Dayville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 30 1936
FOR FILING
12-1201

December 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Chas. H. Leonard, Contractor
Albany, Oregon

NOTED
State Highway Engineer

Dear Sir:

For your information, please be advised that arrangements have been made for you to immediately occupy (and manufacture maintenance materials in accordance with your contract #1935) the gravel pit located 1.7 miles south of John Day, on the John Day-Burns Highway in Grant County. This is the source of materials that was indicated in the special provisions for the project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
H. E. Hackett
R

cc to: R. H. Baldock
J. M. Devers
W. C. Williams

FORM 5-A-1 5M 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

12-1201

December 22nd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The contractor on the John Day Rock Production contract advises that the gravel pit purchased is not the one shown him by Engineer Mollinet, and he states that it will be impossible for him to set up in the pit supplied for the limited yardage involved, and requests that we purchase the pit near the junction of the old and new Canyon City Highways, which was formerly operated by Quinn-Robbints, I believe. He states that it would cost $1,000 to install a hauling road and arrange a crusher-set up on the site purchased and insists that he based his bid upon the site shown him by Engineer Mollinet.

Under the cirstances it would seem advisable to purchase, by royalty or otherwise, sufficient gravel for this set-up at the pit he desires and reserve the other pit for future use. Please arrange this as soon as possible and notify Saxton & Looney, Beacon 4797, Portland, who have rented their plant to Leonard and are setting it up for him.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
MAY 7 1937
FOR FILING

12-1201

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
NOVEMBER 2[illegible] 1936

MR CHARLES H LEONARD
ALBANY OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR JOHN DAY ROCK PRODUCTION PROJECT IN GRANT COUNTY FOR WHICH YOU SUBMITTED LOW BID ON NOVEMBER FIFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

get this confirmed

file

M

November 25, 1936

Mr. Charles H. Leonard,
Albany, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission today awarded you the contract for the John Day Rock Production Project on the John Day and John Day-Burns Highways, in Grant County. This award was based on your low bid of $7,720.00 submitted on November 5.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

[redacted]

Secretary

cc - S. H. Probert

m

CONTRACT# [redacted] 1936

FA 148-F Gap Ranch-Silver Cr. Sec., 1936
Central Oregon Hwy.

1936

1936

FORM 3-A-1 10M 9-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 3 '38
FOR FILING

148 F

OREGON STATE HIGHWAY COMMISSION

SALEM

December 30th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In regard to the extension of time on the Gap Ranch-Silver Creek Section of the Central Oregon Highway, Warren Northwest, Inc., contractors, Contract 1288, F.A.P. 148-E and 148-F.

On further investigation it is found that the bids were opened on November 5th, 1936 and the contract awarded November 28th, 1936, making a lapse of 23 days between the opening and the awards. It is felt that 10 days is a reasonable time in which to make an award; therefore, we recommend that the contractors be allowed 13 days' extension for elapsed time between the opening of bids and the awarding of the contract.

Your letter of November 22nd, 1937 recommended that the contract be extended 5% by reason of overruns on the contract amounts. The contract ran for 274 days, of which 5% would be 14 days, making a total extension of 27 days; therefore, it is recommended that the time be extended from August 31st, 1937 to September 27th, 1937 without penalty. May we have your concurrence in this.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
S. H. Probert

148 F

RECEIVED
DEC 28 1937
F [illegible]

December 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 22, 1937, requesting further information concerning the authority for making extra payment for the removal of overburden from the mineral aggregate used in the road mix surfacing on the Gap Ranch-Silver Creek Section, Federal Aid Projects 148-D and F.

As pointed out in your letter, there is a conflict in the specifications relative to payment for overburden removal. However, the statement on sheet 7 of the special provisions so definitely provides that the cost of that detail of the work is not to be borne by the contractor, that we feel obliged to make separate payment for it.

The reference to "standard practice" which was placed on the price agreement form by the resident engineer undoubtedly refers to the provision in Section 18 of the Standard Specifications which specifies the basis of payment for the stripping of filler pits. The present situation is not identical to that contemplated in the standard specification, but it is similar, and the same principle and the same stipulated price might reasonably be expected to apply.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

STATE HIGHWAY

December 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Price Agreement No. 2, Oregon Federal Aid Projects 148-D and F, the Gap Ranch-Silver Creek section of the Central Oregon Highway.

This price agreement covers the removal of overburden from gravel to be used for mineral aggregate, and is for 2868.1 Cu.Yds. at 25¢ = $717.03. The notation under specifications refers to Standard practice. Section 18 of the Standard Specifications call for stripping filler pits at 25¢ per cubic yard, but we are unable to find any provision for stripping mineral aggregate pits.

Special provisions on page 7 in the last paragraph under "Kind, Quality, and Source of Materials" provide that the expense of opening up, developing, and operating the gravel deposits, but not including the removal of overburden, shall be borne by the contractor. This provision does not appear consistent with the statement on page 9 under "Measurement and Payment" which enumerates certain items which shall comprise full and complete payment for the construction of the road mix surfacing, with the exception of sprinkling.

We have been requested to obtain further information concerning the authority for making the extra payment for removal of overburden from the mineral aggregate.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Boldock

December 26th, 1937

148-7

FINAL COST ANALYSIS
Central Oregon Highway, Gap Ranch-Silver Cr. Section
Surfacing & Oiling
Contract 1936, Prefix 13-1008
Warren Northwest, Inc., Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Earth Embankment in Place *	$2,027.63	6,092.1	cu. yd.	0.33	0.30	$1,827.63
Pit Run Gravel Emb.	367.50	1,518	cu. yd.	0.24	0.30	455.40
Hauling " "	266.10	1,908	yd. mi.	0.14	0.12	228.96
Gravel Base Surfacing	2,541.93	6,528	cu. yd.	0.39	0.40	2,611.20
" Top "	6,343.58	16,265	cu. yd.	0.39	0.40	6,506.00
Hauling Gravel "	12,078.88	124,524.5	yd. mi.	0.097	0.12	14,942.94
Gravel Shoulders	2,475.94	5,728	cu. yd.	0.43	0.40	2,303.20
Hauling Shoulder Material	2,535.40	25,194.5	yd. mi.	0.10	0.12	2,354.00
Sprinkling	450.60	260.1	M-Gal.	1.73	1.75	455.18
Preparation of Base	1,766.79	13.54	Miles	132.00	100.00	1,354.00
Mineral Aggregate	8,064.83	15,740	cu. yd.	0.51	0.45	7,083.00
Hauling Mineral Aggregate	9,901.83	86,747	yd. mi.	0.114	0.12	10,409.64
Mixing & Finishing	10,250.85	13.54	Miles	770.00	600.00	8,004.00
Light Cutback Asphalt in Place	39,228.39	1,269.86	Tons	30.90	27.00	34,286.22
PA #1 Trench Excavation	31.05	32.6	cu. yd.	0.95	1.25	40.75
PA #L 18" Corr. Iron Pipe	267.57	108	lin. ft.	2.47	2.50	270.00
PA #1 Salvage & Place 18" Conc. Pipe	12.40	12	lin. ft.	1.03	1.25	15.00
Hauling Water in Excess of 6 Mi.	50.90	231.4	M-Gal. Mi.	0.22	0.25	57.85
PA #2 Stripping Gravel Pit for Mineral Aggregate	602.25	2,868. 1	cu. yd.	0.21	0.25	717.03
Deduction Extra Engineering Cost						- 323.61
	$99,264.20					$95,558.39

* Sublet to M. L. O'Neil & Son at Bid Price

NOT

Total Cost	**$99,264.20**
Gross Revenue	**93,558.39**
Net Loss	**$5,705.81**

Net Loss Equals 6.1% of Gross Revenue

Gap Ranch-Silver Creek Section

Detail of Cost

Labor:			
Supervision		$2,394.09	
Labor		21,282.67	
State Industrial Accident Insurance		1,077.13	
Social Security & Unemployment Insurance		646.28	
			$25,400.17
Materials:			
Light Cutback Asphalt	1,269.88 tons	27,138.95	
18" Corr. Iron Pipe	106 lin. ft. at 1.68	179.28	
18" " " " Bands	3 each at 1.90	5.70	
			27,323.93
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		8,424.65	
Truck Hire & Rented Equipment (No labor incl'd)		17,274.57	
Gas, Oil & Grease		5,949.85	
Small Tools, Repairs & Misc.		4,316.49	
Moving		3,717.43	
Erection & Dismantling		823.54	
General & Overhead Expense		1,390.88	
Bond 1% of Gross Earned		958.82	
Home Office 2% of Gross Earned		1,877.64	
M. L. O'Neil, Sub-Contractor		1,827.63	
			46,540.10
		Total Cost	$99,264.20

Gap Ranch-Silver Creek Section

REMARKS:

This contract consisted of the surfacing and oiling of 13.34 miles of roadway. It was bid Nov. 5th, 1936. Work was started Dec. 9th, but was not finished until Oct. 7th, 1937, although the contract specified that the work be completed not later than August 31st.

M. L. O'Neil & Son sub-contracted the earth embankment work at the bid price. An RD-8 cat and a 12 cu. yd. LeTourneau scraper worked 3 shifts per day for one week to excavate 6,092.1 cu. yd. of material for a gross revenue of $1,827.63.

The gravel surfacing was started Dec. 23rd, and continued until Jan. 6th, 1937, at which time the severe winter weather forced the contractor to shut down. Surfacing work was resumed on March 15th, and finished on March 30th. A shovel of 1 cu. yd. capacity was used to excavate the material at an average of about 65 cu. yds. per hour. The haul averaged about 5½ miles and was performed at a good profit. The material, however, required a lot of blading and rolling, which tended to boost the unit cost. Also, on the longer hauls, a shortage of trucks developed, which consequently helped to lower shovel production.

For the screening of mineral aggregate the contractor brought in a portable bunker equipped with rotary screen and conveyor. The plant was designed in the Portland office of the contractor and was expected to screen 70 to 100 cu. yds. per hour. The output on this job amounted to only about 700 to 900 cubic yards per 20-hour day, or about 40 cu. yds. per hour. The material contained quite a quantity of moisture and required a great deal of blading to aid in drying it out.

Roadmix operations were not started until August 17th, 1937. Due to cool nights and rain, no systematic operating schedule could be followed. Although the contractor had sufficient equipment on the job to efficiently handle five to six thousand lineal feet of roadmix per day, only three to four thousand feet per day were finished. Part of the oil was hauled from Burns, an average haul of 32 miles, while the rest was hauled from Bend, an average haul of about 100 miles.

The contractors were handicapped by having more jobs than they could efficiently handle, and consequently resulted in a large moving cost as the equipment had to be circulated around the jobs. The bid prices were fair, but the job was far from being efficiently managed.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM 2-B-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

1487

December 18th
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer ✓

Dear Sir:

I am requesting the Warren Northwest to ask for an extension of time from October 4th to October 7th on the Gap Ranch-Silver Creek section of the Central Oregon Highway.

Referring to the last paragraph of your letter. It is obvious that any extension of time for three days is an error on some one's part and certainly would not be intentional. There was a letter written on December 3rd and dictated by Mr. M. H. Milner from Mr. Probert's office direct to Mr. S. F. Walters at Burns. No copy of this letter was received in this office and the first notice we had of this disagreement was a copy of a letter from Mr. S. F. Walters giving the correct data as October 7th.

Had a copy of this letter of December 3rd come to this office, I am sure we could have had the date changed without difficulty. We have many cases in this division of letters being sent direct to District Superintendents or direct to Resident Construction Engineers without copies coming to this office, which many times lead to confusion. This is an example of an instance of this kind.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. S. H. Probert

#1936

RECEIVED
DEC 21 1937
FOR FILING
1487

December 18, 1937

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Reference is made to your letter of November 18 recommending that the time limit on the Warren Northwest, Inc., contract for the Gap Ranch-Silver Creek Section of the Central Oregon Highway be extended to October 4. Since that time we have received the application of the contractor and the consent of his surety, and the Commission has approved granting the extension to this date, with engineering penalty for such period in excess of 5% increase.

However, we now note that this contract was not completed until October 7th so it will be necessary to extend the time to that date before final payment can be made. Will you kindly request the contractor to submit another application with the consent of his surety and also forward us a supplementary letter from your own office to accompany the application.

It is suggested that hereafter contractors be requested to make application for extensions of time up to and including the actual date of completion, as it will save much time and correspondence.

Very truly yours,

Secretary

[illegible]

#1936

RECEIVED
DEC 11 1937
~~FOR FILING~~
148-7

n December 11, 1937

United States Fidelity & Guaranty Company,
G. B. Mckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1936 for the construction of the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County has been completed by the contractors, Warren-Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $94,571.34, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1936

RECEIVED
DEC 11 1937
FOR FILING

148-7

December 10, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1962 for the construction of the Middleton-Votaw Section of the West Side Pacific Highway in Washington County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 20, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $54,605.56, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 22 1937
FOR FILING
148-D 7

November 18, 1937.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

The Warren Northwest Company, Inc., contractors for the surfacing and placing of road mix surfacing on the Gap Ranch-Silver Creek Section of the Central Oregon Highway, F. A. Project #148 D-148 F, have requested an extension of time from Aug. 31, 1937 to October 4, 1937.

It is recommended that this extension of time be granted with engineering penalty. May we have your concurrence in this extension of time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

RECEIVED
NOV 18 1937
FOR FILING
148-7

November 16, 1937

Warren Northwest, Inc.,
P. O. Box 5072,
Portland, Oregon.

Attention: Mr. Theodore Shoemaker, Pres.

Gentlemen:

Reference is made to your letter of October 29th to Mr. W. E. Chandler, Division Engineer, requesting an extension of time to October 4, 1937, on your contract No. 1936, Gap Ranch-Silver Creek Section.

You are advised that before your application for extension of time can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.
cc to W. E. Chandler.

#1936

WARREN NORTHWEST INC.
PORTLAND, OREGON

RECEIVED
NOV 17 1937
OREGON
STATE HIGHWAY COMMISSION

November 16, 1937

U. S. Fidelity and Guaranty Co.
Bedell Building
Portland, Oregon

Attention, Mr. G. B. Eckles
Subject: GAP RANCH CONTRACT No. 1936

Gentlemen:

As per the attached letter copy, we have requested of the Oregon State Highway Commission an extension of time to October 4th, 1937 for completion of the above contract.

We will appreciate your advising the Oregon State Highway Commission of your consent to this extension of time with copy to this office.

Thanking you, we are

Very truly yours,

WARREN NORTHWEST INC

J. R. Wininger
Vice President

Copy to Mr. H. B. Glaisyer ✓
Ore. State Highway Comm.
ZA

COPY

FORM 5-8-1 2M 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 15 1937
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

November 13, 1937

IN REPLY PLEASE
REFER TO FILE NO.

746-7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Re: Contract No. 1936
Gap Ranch-Silver Creek

Dear Sir:

Attached hereto is a letter from Warren Northwest, Inc., contractors on the Gap Ranch-Silver Creek section of the Central Oregon Highway, 13.34 miles of surfacing and road mix oiling.

The above contract was awarded November 28, 1936, and was completed approximately October 4, 1937. Time of completion set therefor in the contract was August 31, 1937.

There was no unusual road or traffic condition during the time in which this work was to be done. The weather conditions were not particularly unusual. The only apparent reason that the contract was not completed on time was the fact that the company had too many jobs to be handled within the time allotted. The company placed the prime coat of oiling on this section early in the spring which made the road in excellent condition for travel all during the summer months. Therefore, the travel was not inconvenienced at any time due to construction delay. This delay of the contractors has affected the job as the road mixing was done late in the season, at which time it is difficult, if not impossible, to get as smooth and satisfactory a job as when this work is done during the warm weather of the summer.

The cut back agent has not evaporated from the lower part of the mix. Just what effect this will have next spring is indefinate.

The 36 days delay in completion has increased engineering approximately $500.00, which I recommend be charged to contractor.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.
cc Mr. R. H. Baldock

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. 148-F

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 148-F, Gap Ranch-Silver Creek Section, Central Oregon Highway, Harney County, ____________, was made by a representative of this office on October 19, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

For

#1936

RECEIVED
NOV 8 1937
~~FOR FILING~~
148-7

November 6, 1937

Mr. W. E. Chandler,
Digision Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to the Warren-Northwest, Inc., Contract No. 1936, Gap Ranch-Silver Creek Section in Harney County.

The original completion date of this contract was August 31, 1937 and according to our records the work was not completed until Sept, 18, 1937. Will you please take the matter of an extension of time up with the contractors and advise of your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 6 1937
FOR FILING
148-7

#4431

November 5, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren-Northwest, Inc., on Contract No. 1938 for the construction of the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County.

This payment will be made on or after November 15, 1937. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-B-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 27 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1937
FOR FILING

October 25th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are forwarding to you this date, the following data pertaining to the Semi Final Report on the Gap Ranch-Silver Creek Surfacing and Oiling project, #13-1008, Warren Northwest, Inc., Contract #1936:

- 4 Copies of Estimate
- 3 Copies of Quantity Summary Sheet
- 1 Copy of Engineer's letter of explanation of overruns and underruns
- 1 Book of Platted Cross Sections
- 1 Book Field Notes
- 1 Tracing Cloth Profile
- 1 File Summary of Material Receipt Books, haul diagram and asphalt invoices
- 1 File of Pictures
- 101 Books Material Receipts as follow:

Gravel Embankment	4 Books
Gravel Base Surf.	14 "
Gravel Top "	38 "
Mineral Aggregate	32 "
Shoulder Material	12 "
Water	1 "

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. J. M. McCallister

148-7

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 16, 1937

Section Gap Ranch- Silver Creek

Kind of work Surfacing and Oiling

Highway Central Oregon.

Section prefix 13-1008

Contractor Warren Northwest Inc.

Contract number 1936

Date of contract Nov. 28, 1936

Date of completion Aug. 31, 1937

Date work started Dec. 5, 1936

Estimated date of completion Oct. 7, 1937

Amount of contract $91,966.00

Per cent of time elapsed Complete %

Estimated cost of completed project, exclusive of engineering $94,868.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4902.00, 5.16 %

Date project was completed Oct. 7, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Estimate complete except profile. Will be shipped nexr week.

NOTE
PAY WEE

RECEIVED
OCT 1[illegible] 1937

Signed Samuel F Waller

Address Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Baldock

JUL 7 1937
FILING

14c-t

June 23rd, 1937

Cost Analysis to June 15th, 1937

Central Oregon Highway, Gap Ranch - Silver Creek Section
Contract 1936, Prefix 13-1008

Warren-Northwest Roads Inc., Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
*Earth Embankment in Place	$2,027.63	6,092.1	cu. yd.	0.33	0.30	$1,827.63
Pit Run Gravel Embankment	303.45	1,518	" "	0.20	0.30	455.40
Hauling	281.05	1,908	yd. mi.	0.15	0.12	228.96
Gravel Base Surf.	2,541.93	6,529	cu. yd.	0.39	0.40	2,611.20
" Top "	6,344.58	16,265	" "	0.39	0.40	6,506.00
Hauling Surf. Mat'l	10,880.01	125,055	yd. mi.	0.087	0.12	15,006.60
Sprinkling	425.13	260.1	M-Gal.	1.63	1.75	455.18
Hauling Water	50.90	231.4	M-Gal. Mi.	0.22	0.25	57.85
Preparation of Base	1,606.79	13.34	Mi.	120.00	100.00	1,334.00
Light Cutback Asphalt in Place	8,505.45	271.64	Ton	31.34	27.00	7,334.28
	$ 32,965.92					$ 35,817.10

* Sublet to M. L. O'Neil & Son at bid price

Gross Revenue	$35,817.10
Total Cost	32,965.92
Net Profit	$ 2,851.18

Net Profit Equals 8% of Gross Revenue

NOTED

Gap Ranch-Silver Creek Section

DETAIL OF COST

Labor:			
Supervision		$1,196.68	
Labor		6,743.93	
State Industrial Accident Insurance		436.74	
State Unemployment Insurance & Social Security		238.22	
			$8,615.57
Materials:			
Light Cutback Asphalt	271.64 tons at $19.96 F.O.B. ~~Portland~~ Bend		5,421.67
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		3,858.00	
Truck Hire & Rented Equipment		7,252.32	
Gas, Oil & Grease		2,516.70	
Small Tools, Repairs & Miscellaneous (50%)		422.00	
Move In		1,500.00	
General Overhead		550.38	
Miscellaneous Expense		286.51	
Bond 1% of Gross Earned		358.17	
Home Office 1% of Gross Earned		358.17	
M. L. O'Neil Sub-Contractor		1,827.63	
			18,928.68
Grand Total Cost			$ 32,965.92

Gap Ranch-Silver Creek Section

REMARKS:

This job was bid Nov. 5th, 1936, and work started Dec. 9th; up to June 15th, 1937, it was about 39% complete.

The earth embankment work was sublet to M. L. O'Neil & Son at the bid price.

The gravel surfacing was started on Dec. 23rd and continued until January 6th, 1937, at which time the severe winter weather caused the contractor to shut down. Surfacing work was resumed on March 15th, and finished March 30th. A one cu. yd. shovel was used for the excavation and averaged about 65 cu. yds. per hour. The haul averaged about 5½ miles and was performed at a good profit. The surfacing required a lot of blading, rolling and maintaining, which boosted the cost. Also, on the longer hauls a shortage of trucks developed and consequently helped to lower shovel production.

The oiling work was performed in an inefficient manner. The cutback asphalt was hauled from Bend, an average haul of about 100 miles, at a total hauling cost of about $5.00 per ton. A shortage of hauling trucks was instrumental in keeping the distributor waiting around a good deal of the time. Also, four trucks were forced to carry back their loads which were rejected on account of not meeting required temperature. When the road mix operations are started, it is expected that the asphalt cost will be decreased considerably.

The job should show a small profit at completion.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
MAR 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 148-F

Stencil No. 124
Oregon FAP No. 148-F
Gap Ranch-Silver Creek Section,
Central Oregon Highway

March 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Zor

H&pr 8256

Section F,
Oregon Project No. 148

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 4, 1930, by the State Highway Commission of Oregon, and on December 23, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section F of Oregon Project No. 148; and

WHEREAS, the plans and specifications previously approved for said Section F provided for the construction of 10.102 miles of graded roadway and one bridge of more than 20 feet clear span 0.011 of a mile in length, in Harney County, for which the estimate approved was $34,745.37, and $21,622.04 Federal funds were set aside to the credit of said Section F; and

WHEREAS, the construction of said Section F in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $26,789.56, and voucher in the sum of $16,616.94 has been passed for payment as the share of the Federal Government on said Section F; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section F and a revision of the plans, specifications and estimate approved therefor to provide for the construction of a roadmix bituminous wearing surface between survey stations 4996+00 and 5494+44.5, at an estimated cost of $59,651.00; and by reason thereof has requested that the estimate of cost approved for said Section F be increased from the previous actual cost of $26,789.56 to $86,440.56, and that the Federal funds approved and set aside to the credit of said Section F be increased from the previous actual payment of $16,616.94 to $53,006.94:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section F be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-three thousand, six and 94/100 dollars ($53,006.94) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article III shall read:

> "Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with

said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

"(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of fifty-three thousand, six and 94/100 dollars ($53,006.94), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-six thousand, four hundred forty and 56/100 dollars ($86,440.56), the approved total estimated cost of Section F of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 7th day of January, 1937, and the Secretary of Agriculture on the 24th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section F,
Oregon Project No. 148.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 148-F, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 86,440.56 in lieu of the previous actual payment of $16,616.94, as the total estimated cost of said project, and the sum of $ 53,006.94 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of February one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4530

RECEIVED
JAN 6 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JAN 5 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. 148-E.
Gap Ranch-Silver Creek Section
of the Central Oregon Highway

January 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer

RECEIVED
DEC 29 1936
FOR FILING

748-7

December 28, 1936

Warren Northwest Inc.
Post Office Box No. 5072
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1936 awarded to you on November 28, 1936, for surfacing and oiling on the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
DEC 29 1936
FOR FILING

148-7

Dec, 28, 1936

H. B. G.

I am this date handing to Mr. Devers the four copies of Warren-Northwest, Inc. contract No. 1936 - Gar Panch-Silver Creek Section in Harney County.

The copies of this contract were signed by the Commission at the last Meeting. However, Mr. Baldock just signed them this morning so I am passing them along.

J. McF.

FORM 8-K-1 1M 10-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 18 1936
FOR FILING

148-7

December 8, 1936

Mr. W. R. Chandler,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

Contract No. 1958, covering the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County, provides on page 7 of the special provisions as follows:

> "The embankment materials required to raise the grade of the existing roadbed between Stations 4790 and 4827 shall be materials of "common classification" obtained from borrow pits to be designated by the engineer, which borrow pits are to be outside of the highway right of way but so located that the average haul distance will not exceed one-fourth mile."

Mr. Ted Shoemaker of Warren Northwest, Inc. called with reference to this matter this morning and mentioned some Willamette University property. It seems that this tract of land originally was owned by the Pacific Wool Growers' Credit Corporation and a year or so ago this was sold to Willamette University. Our right of way records and inquiry from H. G. Smith indicate that there have been no data furnished the Salem office as to the location of the proposed borrow pits, or whether or not any negotiations should be carried on with property owners relative to the same.

Will you please investigate at the earliest possible moment and advise us as to what, if anything, is to be done in the matter by the right of way department relative to the acquisition of sources of supply for the borrow materials?

Mr. H. G. Smith is absent from the office at the present time and, therefore, we are taking the liberty of writing to you direct relative to the matter.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JWD:FW

cc R. H. Baldock
H. G. Smith

RECEIVED
DEC 8 1936
FOR FILING

148-7

December 7, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 4, 1936, we are enclosing herewith six copies of estimate as basis for modified agreement for the Gap Ranch-Silver Creek Section, F. A. Project No. 148-F, which estimate shows the completed Federal Aid work segregated by the different classes of funds used.

With reference to your request for the oiling of the bridge deck to be segregated from the rest of the work, this item is of such minor nature, the total cost being approximately $10.00, that it seems preferable to exclude it from the final voucher rather than to attempt to carry it in the estimate under a separate classification.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HH

Encl.

Oregon State Highway Department   Federal Aid Project No. 148-F

GAP RANCH-SILVER CREEK SECTION OF
THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 7, 1936

COMPLETED FEDERAL AID WORK

Original Project

Final Cost, Roadwork	$ 24,964.23
Federal Aid Paid, Roadwork	$ 15,535.24
Final Cost, Bridge	$ 1,825.33
Federal Aid Paid, Bridge	$ 1,081.70
Length of Roadwork	10.102 miles
Length of Bridge	.011 mile
Total Length	10.113 miles

Emergency Construction Project

Final Cost, Roadwork	$ 9,917.50
Federal Aid Paid, Roadwork	$ 2,868.78
Emergency Construction Funds Paid, Roadwork	$ 6,693.85
Length of Roadwork	9.667 miles

NEW WORK

Surfacing and Oiling (Sta. 4996+00 to 5494+44.5)

1,600	cu. yds.	Pit-run Gravel Embankment	$ 0.30	$ 480.00
2,400	yd. mi.	Hauling Gravel Embankment Material	0.12	288.00
700	cu. yds.	Gravel Base Surfacing	0.40	280.00
12,600	cu. yds.	Gravel Top Surfacing	0.40	5,040.00
37,000	yd. mi.	Hauling Surfacing Material	0.12	4,440.00
1,620	cu. yds.	Gravel Shoulders	0.40	648.00
3,300	yd. mi.	Hauling Shoulder Material	0.12	396.00
900	cu. yds.	Filler	0.30	270.00
900	yd. mi.	Hauling Filler	0.18	162.00
450	M-Gal.	Sprinkling	1.75	787.50
9.44	miles	Preparation of Base	100.00	944.00
10,600	cu. yds.	Mineral Aggregate	0.45	4,770.00
39,000	yd. mi.	Hauling Mineral Aggregate	0.12	4,680.00
9.44	miles	Mixing and Finishing	600.00	5,664.00
940	tons	Light Cutback in Place	27.00	25,380.00
			Subtotal	$ 54,229
			10% Engr. & Cont.	5,422
			Total	$ 59,651

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

[illegible]
[illegible]

POST OFFICE BUILDING
PORTLAND OREGON

[illegible] 1936

Length of Roadway	**9.429 miles**
" " Trestle	**.011 "**
Total Length	**9.440 "**
Cost per mile	**$ 6,326**

[illegible]
[illegible]
[illegible]

Federal Aid Funds Requested- -$ 36,390
State Funds- 23,261

$ 59,651

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

With reference to your letter of November 25, 1936, submitting [illegible] as a basis of proposed [illegible] [illegible] Oregon Highway, will you please send six copies of a revised estimate separating the cost of [illegible] the bridge deck from work done on the roadway portion, since this bridge was constructed under a Federal Aid project.

Will you also please segregate the statement of completed work to be done [illegible] the Federal Aid project [illegible] and the Emergency Construction project [illegible]. An Emergency Construction project is [illegible] and modified when no previous Federal Aid project [illegible]. When there is a previous Federal Aid project, the Federal Aid project is [illegible]. The listing of Emergency Construction or [illegible] funds is merely informational. [illegible] projects, while Emergency Construction projects, are not to be [illegible], but a new Federal Aid agreement will be made where there is no previous Federal Aid project.

Very truly yours,

[illegible] LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 4, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of November 25, 1936, submitting estimate as a basis of proposed reopening of the project agreement for Oregon Federal Aid Project No. 148-F, the Gap Ranch-Silver Creek section of the Central Oregon Highway, will you please send us six copies of a revised estimate separating the cost of oiling the bridge deck from work done on the roadway portion, since this bridge was constructed under a Federal Aid project.

Will you also please segregate the statement of completed work to show separately the Federal Aid project 148-D and the Emergency Construction project E-148-D. An Emergency Construction project is reopened and modified when no previous Federal Aid project exists. When there is a previous Federal Aid project, the Federal Aid project is reopened. The listing of Emergency Construction or National Recovery funds is merely informational. National Recovery projects, unlike Emergency Construction projects, are not to be reopened, but a new Federal Aid agreement will be made where there is no previous Federal Aid project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 4, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of November 25, 1936, submitting estimate as a basis of proposed reopening of the project agreement for Oregon Federal Aid Project No. 148-D, the Gap Ranch-Silver Creek section of the Central Oregon Highway, will you please send us six copies of a revised estimate separating the cost of oiling the bridge deck from work done on the roadway portion, since this bridge was constructed under a Federal Aid project.

Will you also please segregate the statement of completed work to show separately the Federal Aid project 148-D and the Emergency Construction project E-148-D. An Emergency Construction project is reopened and modified when no previous Federal Aid project exists. When there is a previous Federal Aid project, the Federal Aid project is reopened. The listing of Emergency Construction or National Recovery funds is merely informational. National Recovery projects, unlike Emergency Construction projects, are not to be reopened, but a new Federal Aid agreement will be made where there is no previous Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 9-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

X

148 7

December 7th, 1936

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

We are returning the copy of sub-contract agreement between the Warren Northwest Inc. and M. L. O'Neil & Son for the grading work on the Gap Ranch-Silver Creek unit of the Central Oregon Highway. The sub-contract meets with the approval of this office as to form and requirements.

If the amount of the sub-contract is within the limits as specified in the specifications and meets with your approval otherwise, you may so advise the parties concerned, an executed copy of the sub-contract to be forwarded to this office for our records.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock

NOTED

FORM F-9-1 1500 7-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

X

DEC 1936

1487

December 4th
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding to you herewith a copy of a sub contract agreement between the Warren Northwest Inc., and M. L. O'Neil & Sons, relative to the grading work on the Gap Ranch-Silver Creek unit of the Central Oregon Highway, 13.3 miles surfacing and oiling, Contract No. 1936, Prefix 13-1008, F.A. 148 D.F. for your approval as to contract requirements, term and legality.

If the provisions herein contained are satisfactory and acceptable the remaining six copies will be fully executed and sent in for approval at once.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc- S. F. Walters

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 4 1936
FOR FILING

148 7

IN REPLY PLEASE REFER TO FILE NO.

December 2nd
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

As per your letter of November 7th Mr. Frank Walters has been assigned to the Gap Ranch-Silver Creek Section of the Central Oregon Highway. The contractor was in this morning and expects to start work at once.

Mr. Walters' headquarters will be Burns, at least temporarily after December 5th.

We have no official notice of this contract being awarded and with this notice you will no doubt send this office, and Mr. Walters, a copy of the plans and specifications.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

RECEIVED
MAY 7 1937
FOR FILING

148-7

November 28, 1936

Warren Northwest Inc.
P. O. Box 9072
Portland, Oregon

Gentlemen:

Confirming my telegram to you the State Highway Commission today awarded to you the contract for grading and surfacing on the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County. This award was based on your low bid of $91,966.00 submitted on November 5, 1936.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

H. B. Glaisyer
Secretary

AM

Tel confirmed

TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
NOVEMBER 26 1936

WARREN NORTHWEST INC.
102nd & WARREN ROAD
PORTLAND OREGON

CONTRACT FOR CONSTRUCTION GAP RANCH SILVER CREEK SECTION OF CENTRAL OREGON HIGHWAY AWARDED YOU TODAY BY STATE HIGHWAY COMMISSION BASED ON YOUR BID SUBMITTED NOVEMBER 5 STOP CONTRACT FORMS WILL BE SENT YOU SHORTLY

H B Glaisyer
Secretary

(File)

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 4 1936
FOR FILING

NOV [illegible] 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

148

November 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 148-D and 148-F, Gap Ranch-Silver Creek section of the Central Oregon Highway, to Warren Northwest Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 3 1936
FOR FILING

148-F

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Gap Ranch-Silver Creek Section, F. A. Project No. 148-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 148-F

GAP RANCH-SILVER CREEK SECTION OF

THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, November 19, 1939

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$ 34,881.73
Total Cost, Trestle -	1,825.33
	$ 36,707.06
Federal Aid Paid, Roadwork- -	$ 18,404.02
Emergency Construction Funds Paid, Roadwork - - - - - - - - -	$ 6,693.85
Federal Aid Paid, Bridge- -	$ 1,081.70
Length of Roadwork- -	10.102 miles
Length of Trestle -	.011 mile
Total Length, Project -	10.113 miles

NEW WORK

Surfacing and Oiling (Sta. 4996+00 to 5494+44.5)

1,600	cu. yds.	Pit-run Gravel Embankment	$ 0.30	$ 480.00
2,400	yd. mi.	Hauling Gravel Embankment Material	0.12	288.00
700	cu. yds.	Gravel Base Surfacing	0.40	280.00
12,600	cu. yds.	Gravel Top Surfacing	0.40	5,040.00
37,000	yd. mi.	Hauling Surfacing Material	0.12	4,440.00
1,620	cu. yds.	Gravel Shoulders	0.40	648.00
3,300	yd. mi.	Hauling Shoulder Material	0.12	396.00
900	cu. yds.	Filler	0.30	270.00
900	yd. mi.	Hauling Filler	0.18	162.00
450	M-Gal.	Sprinkling	1.75	787.50
9.44	miles	Preparation of Base	100.00	944.00
10,600	cu. yds.	Mineral Aggregate	0.45	4,770.00
39,000	yd. mi.	Hauling Mineral Aggregate	0.12	4,680.00
9.44	miles	Mixing and Finishing	600.00	5,664.00
940	tons	Light Outback in Place	27.00	25,380.00
			Subtotal	$ 54,229
			10% Engr. & Cont.	5,422
			Total	$ 59,651

Length of Roadway	9.429	miles
" " Trestle	.011	"
Total Length	9.440	"
Cost per mile	$ 6,318	

Note: Oiling is to be constructed across bridges.

Federal Aid Funds Requested- -	$ 36,390
State Funds- -	23,261
	$ 59,651

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 3 1936
FOR FILING

148-7

October 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Gap Ranch-Silver Creek Section, Project No. 148-F.

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/HE

Encl.

Oregon State Highway Department   Federal Aid Project No. 148-F

GAP RANCH-SILVER CREEK SECTION OF
THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, October 14, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$ 34,881.73
Total Cost, Trestle -	1,825.33
	$ 36,707.06
Federal Aid Paid, Roadwork- -	$ 18,404.02
Emergency Construction Funds Paid, Roadwork - - - - - - - - - - -	$ 6,693.85
Federal Aid Paid, Bridge- -	$ 1,081.70
Length of Roadwork- -	10.102 miles
Length of Trestle -	.011 mile
Total Length, Project -	10.113 miles

NEW WORK

Surfacing and Oiling (Sta. 4996+00 to 5494+44.5)

1,600	cu. yds.	Pit-run Gravel Embankment	$ 0.30	$ 480.00
2,400	yd. mi.	Hauling Gravel Embankment Material	0.12	288.00
700	cu. yds.	Gravel Base Surfacing	0.30	210.00
12,600	cu. yds.	Gravel Top Surfacing	0.35	4,410.00
37,000	yd. mi.	Hauling Surfacing Material	0.12	4,440.00
1,620	cu. yds.	Gravel Shoulder Material	0.35	567.00
3,300	yd. mi.	Hauling Shoulder Material	0.12	396.00
900	cu. yds.	Filler	0.35	315.00
900	yd. mi.	Hauling Filler	0.15	135.00
450	M-Gal.	Sprinkling	2.00	900.00
9.44	miles	Preparation of Base	100.00	944.00
10,600	cu. yds.	Mineral Aggregate	0.45	4,770.00
39,000	yd. mi.	Hauling Mineral Aggregate	0.12	4,680.00
9.44	miles	Mixing and Finishing	700.00	6,608.00
940	tons	Light Cutback in Place	30.00	28,200.00
			Subtotal	$ 57,343
			10% Engr. & Cont.	5,734
			Total	$ 63,077

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

[illegible]
[illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

Length of Roadway	9.429 miles
" " Trestle	.011 "
Total Length	9.440 "
Cost per mile	$ 6,681

Note: Oiling is to be constructed across bridge

Federal Aid Funds Requested- -	$ 38,470
State Funds- -	24,607
	$ 63,077

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 148-F, the Gap Ranch-Silver Creek section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the Chief Engineer of the Bureau.

When submitting the project agreement estimate, please segregate the cost of oiling the bridge.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

14

September 21st, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Herewith, copies of laboratory reports for the pit run gravel which we propose to use on the Gap Ranch-Silver Creek Section of the Central Oregon Highway in Harney County.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

September 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We have received a laboratory report from the two gravel pits on the Central Oregon Highway which we specified to be used for topping and road mix on the Gap Ranch-Silver Creek Section. Specifications for which project were mailed in several days ago. Kindly refer to Laboratory Reports Nos. 88858 and 88863.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e

1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Biennary

September 12, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is the following data on the Gap Ranch-Silver Creek Section of the Central Oregon Highway.

3 Copies Special Provisions, Quantities and estimate of cost.

1 Sketch Map showing type of improvement
1 Hard Copy Profile
1 Roll of platted sections

The fill in the neighborhood of the Gap Ranch is rather low and we figured on raising a maximum of 2 feet with common borrow.

We have written up the job a road mix as we were unable to locate a suitable quarry for bituminous macadam. There are a number of rock bluffs in the vicinity but the rock is all so blocky that it would be very expensive to crush.

Samples of the gravel for the surfacing and mix have been sent in to the laboratory but the reports have not been received.

Very truly yours,

W. E. Chandler
Division Engineer

By:
W. O. Widdows

CONTRACT #1937

15-1203 Eagle Point-Crater Lake Sec.,
Crater Lake Hwy. 1936

1937

RECEIVED
DEC 30 1937
FOR FILING

15-1203

Job Description for Biennial Report

New Construction, Major Betterment or Special Maintenance

Eagle Point - Crater Lake (Name of Section) Production of Crushed Materials in Stockpile (Kind of Work)

Federal Aid Project No. STATE

On Crater Lake Highway, from Mile Post 9.35 being a point 8.40 miles north of the north corporate limits of Medford (West end of Project) to Mile Post 67.69 which mile point is at the west boundary of Crater Lake National ParkApproximately 10.37 miles northeast of Union Creek.
(Describe beginning and ending points with reference to towns, streams or other known points, and describe portions not included.)

58.34 Miles of crushed materials in stockpile, or a total of 27,877 cu. yds.
(Kind of work as grading, grading and surfacing, furnishing maintenance materials, etc.)
placed in stockpile at various points along the highway (16 sites in all)
(Describe type of construction by giving width of surfacing and similar information)

Contract No. 1937, awarded Nov. 30, 1936 (Date)

to A. S. Wallace (Name of contractor), of Roseburg, Ore. (Contractor's address)

Work commenced Nov. 30th, 1936 (Date); completed August 28th, 1937 (Date)

Final (Estimated or final) cost, $ 42,184.33 Including purchase and clearing of stockpilessites, purchase of screen rejections and engineering.

Resident Engineer C. C. Gall

REMARKS: (Describe here such special important features as apply to the particular job concerned, such as work performed by state forces, contract extended or altered, unusual conditions encountered, etc. For uncompleted jobs describe also the status of the work as of September 30. If more space is required use back of sheet. Turn sheet over vertically.)

This work necessitated 3 set-ups with the rock crushing plant by the contractor The three sites were located along the banks of Rogue River and are listed as follows 1st, a gravel bar westerly from mile post 19.66 (State owned). 2nd, a gravel bar southerly from mile post 36.5 (leased). 3rd a rock quarry at Union Creek, a special use permit was granted by the Forestry Service covering this site and all stockpile sites located within the National Forest Boundary.

Work was started on the date of award, the plant being set up at site No. 1. Very good progress was made considering the adverse weather conditions of January and February the extreme cold freezing up the plant and causing a shutdown of 2 weeks. Production of materials from this site was completed on March 1st, 1937.

The plant was immediately dismantled, moved to site No. 2 and reassembled. Production of materials was begun on March 20th and carried on to completion at this site on April 22nd. No major delays or obstacles encountered during the work at this site.

The contractor then discontinued work on this project (plant was moved to Klamath County) till late in July. Work was resumed at the 3rd site, the actual production of materials starting on July 26th. Claude Richardson was on the job as Materials Checker during operations at this set up. Work progressed satisfactorily to completion August 28th, 1937.

Clearing and preparation of stockpile sites was all done with State forces, the contractor not having the proper equipment for leveling the sites.

Further details will be found on page .... of the 1927-28 report. County .... Prefix ....

RECEIVED
DEC 30 1937
FOR [illegible]

15-1203

December 29, 1937

UNITED STATES FIDELITY AND GUARANTY COMPANY
G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1957 for the furnishing of 26,100 cubic yards of crushed rock in stock pile on the Eagle Point-Crater Lake Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, A. S. Wallace, and that final payment will be made by the State to said Contractor for work done under said contract on or after January 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $58,865.27.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1937

RECEIVED
NOV 8 1937
FOR FILING
15-1203

November 5, 1937

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on Contract No. 1937 for the construction of the Eagle Point-Crater Lake Section of the Crater Lake Highway in Jackson County. This payment will be made on or after November 15, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form [illegible]

...GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 2, 1937, 193

Section Eagle Point - Crater Lake

Kind of work Crushed Materials in Stockpile

Highway Crater Lake

Section prefix 15 - 1203

Contractor A. S. Wallace

Contract number 1937

Date of contract Nov. 30, 1936, 193

Date of completion Sept. 30, 1937, 193

Date work started " " ", 193

Estimated date of completion Aug. 28th, 1937, 193

Amount of contract $ 37,584.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 37,584.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2255.00, 6 %

Date project was completed Aug. 28, 1937, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party work one day on this project this week. Complete re-measure of completed stockpiles.

Hope to have final estimate for next estimate date.

NOTED
RAY WEBBER

OCT - 1937

NOTED
.. N. HACKER

Signed C. C. Gall.

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			26,100		
Estimated quantities moved or placed to date			26,100		
Average daily quantities			Completed		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday	"		

FORM 9-A-1 8M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

15-1203'

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 5, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith find special provisions, estimate of cost and computations in connection with the Crater Lake-Eagle Point Rock Production Project.

I have specified the stockpiling of 1200 cubic yards of rock at mile post 14.87 with the idea in view that this material would be used in the oiling of the Sams Valley Secondary Highway. As yet there has never been anything said about oiling of this road but I presume that inasmuch as a part of it on the west end has been oiled that we will at some future date oil the balance of it and I have included enough rock for four miles of this road on the east end.

I have been unsuccessful in securing the descriptions of the stockpile sites but Mr. Gall is still working on them.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. J. N. Bishop

KDL:AF

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

15-120

September 10th, 1936

Mr. E. B. Lytle
Division Engineer
State Highway Dept.,
Roseburg, Oregon

Dear Sir:

On July 3rd, Mr. Collier sent in special provisions for the production of 17,300 yards of maintenance material from Eagle Point to Crater Lake on the Crater Lake Highway. With his letter was a long list of stockpile sites and quarries, the descriptions of which were to be furnished by C. C. Call. As yet we have not received these descriptions.

Please check this up and forward the information immediately, as we wish to place this on the letting for October 1st.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 18 1937
FOR FILING
15-1203

August 14th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

It will be impossible to extend Wallace's contract for the production of maintenance material on the Diamond Lake Road. Contracts must not be extended to cover mileage beyond their original limits. That is strictly against State law.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM 9-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 14 1937
FOR FILING
15-1203

August 11th, 1937

Mr. J. H. Bishop
Maintenance Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Your attention is called to the attached request for $1,485 worth of maintenance materials to be added to the Wallace contract on the Crater Lake Highway for use on the Diamond Lake Road.

If this idea meets with your approval, I will issue the necessary construction authorization.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

P.S. Mr. Lytle's request of August 10th, to double the amount of material to be produced at a cost of $2,900 is being attached.

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 14 1937
FOR FILING

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Aug. 10th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Since I wrote you yesterday relative to purchase of additional maintenance materials from Mr. Wallace for use on the West Diamond Lake Highway, I have figured on a maintenance project on the above named highway and it appears to me that it would be well to double the amount to be purchased from Mr. Wallace, which would provide for sufficient materials to care for the south five miles of the Diamond Lake road.

If the quantities were doubled it would cost us about $2900.

There are two quarries available on the West Diamond Lake Road, one located at mile point 8.2 and the other at a point 0.25 of a mile west of mile point 19.0.

These quarries are so situated as to be rather too close together for a two set-up job and rather far apart for a one set-up. However, if Wallace provided rock for the south five miles, the job could be done from the set up at mile point 19.0.

As soon as you give me a decision on this, I will send in specifications.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 11 1937
FOR FILING
15-12.03

August 9, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

Dear Sir:

Since we have taken the maintenance of the Diamond Lake Road, I would suggest that we have Mr. Wallace produce a sufficient quantity of maintenance material from his present set-up at M.P. 87.3 on the Crater Lake Highway, to take care of the lower 2.5 miles adjacent to the Crater Lake Highway.

The original oiling on the Diamond Lake roads consisted of a dust palliative and it will probably be necessary to re-oil them within the next year or two.

There is a quarry site on the Diamond Lake Highway 8.2 miles from the west end which will be used in producing rock for the lower end of this road.

I would recommend that we have Wallace put out in stock pile at the west end of this road the following quantities:

3/4"-1/2"	Materials	450	Cu. Yds.
1/2"-1/4"	"	300	" "
1/4"-0"	"	125	" "
	Total	875	" "

The estimated cost of this would be as follows:

875 Cu. Yds. @ $1.44	$1260.00
Clearing stockpile	150.00
Engineering	75.00
	$1485.00

If this meets with your approval, please advise me and I will contact Mr. Wallace and ascertain if he will do the work.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:le
cc: R. H. Baldock ✓

15-1203

July 10, 1936

Mr. H. G. Smith
OFFICE

Dear Sir:

The State Highway Commission at its meeting held on July 7th authorized the calling for bids for the production of 17,800 cu. yds. of maintenance materials for the Crater Lake Highway from Eagle Point to the Crater Lake Park boundary, at an estimated cost of $43,930.00.

Very truly yours,

Secretary

HBG:dp
CC J. M. Bishop
R. H. Baldock

NERS
F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 7th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Mr. Collier is requesting the production of 17,800 cubic yards of maintenance material from Eagle Point to the Crater Lake Park boundary. The estimated cost of the same if $43,930.

If this amount of maintenance material meets with your approval, will you kindly secure the approval of the Commission to the awarding of the contract for the same.

Very truly yours,
H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer
J. N. Bishop

15-1203

OREGON STATE HIGHWAY COMMISSION

July 7, 1936

Mr. H. G. Smith
Office

Dear Sir:

I note that Collier requests 17,800 cubic yards of stock-pile materials on the Crater Lake Highway. Please submit this to Glaisyer for a request to secure authority from the Commission.

Very truly yours,

State Highway Engineer

RHB:ET

15-1203

July 7, 1936

Mr. H. G. Smith
Office

Dear Sir:

I note that Collier requests 17,800 cubic yards of stock-pile materials on the Crater Lake Highway. Please submit this to Glaisyer for a request to secure authority from the Commission.

Very truly yours,

State Highway Engineer

RHB:KI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

July 2, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We will require maintenance material on the Crater Lake Highway from Eagle Point to Crater Lake Park boundary.

Herewith you will find Special Provisions and Engineer's Estimate covering production of 17,800 yards for a 58.29 mile section. You will also find memo showing ownership of gravel bars, quarries and stockpile sites.

Authority For Survey of stockpile sites has been secured and work assigned to C. C. Gall when he has time. Mr. Lytle will then submit Request For Authority to Purchase sites.

I suggest that this job be put on as soon as sites have been secured and not later than the October letting.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. J. H. Bishop
EAC:AF

SPECIAL PROVISIONS

EAGLE POINT--CRATER LAKE
MAINTENANCE MATERIALS

June 26, 1936

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the furnishing of approximately 17,800 yards of crushed or crushed gravel in stockpiles on the Crater Lake Highway in Jackson County.

The west end of the project is at mile 9.4 on the Crater Lake Highway northeast of Medford.

The east end of the project is at the Crater Lake Park Boundary, mile 67.69.

CLASS OF PROJECT

State Project

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than May 30, 1937.

PROVISIONS RELATING TO EMPLOYMENT OF LABOR

CRUSHED MATERIALS IN STOCKPILES

Standard Specifications to Apply:

Same as Winchester Bay-North Bend rock production project.

Kind and Quality of Materials:

The crushed materials to be furnished under this contract shall be clean, crushed rock or clean crushed gravel. If crushed rock is furnished, all materials occurring in the quarry rock that will pass a screen having 1" circular openings shall be screened out and wasted and none shall be permitted to enter the crusher or become a part of the crushed product and only hard, durable and otherwise suitable rock shall be used in the manufacture of the crushed rock.

If crushed gravel is furnished it shall be manufactured from hard and durable bar-run gravel from which all material that will pass a screen having ¾" circular openings has been screened. When subjected to the standard abrasion test the rock or gravel from which the crushed materials are manufactured shall show an abrasive loss not exceeding 5%.

Acquisition of Property Rights:

If contractor elects to furnish crushed gravel the contractor will be permitted to take gravel from the State owned gravel bar one-fourth mile west of mile point 19.66 and from the State leased gravel bar about onefourth mile south of mile point 34.5.

SPECIAL PROVISIONS

EAGLE POINT--CRATER LAKE MAINTENANCE MATERIALS

If the contractor elects to furnish crushed rock for part of the project the State Highway Commission will acquire the right to take rock from the quarry near Union Creek, mile 67.3, which quarry has previously been opened and operated and is located on Government land. If the contractor elects to furnish crushed rock or crushed gravel from any other than the three sources mentioned above, he shall himself acquire the right to take material from whatever source he may elect to use and shall pay all royalties and other charges involved. All expenses involved in stripping and developing of the quarry or gravel pit, the wasting of unsuitable materials & the constructing and maintaining of hauling roads shall be borne by the contractor.

Size of Materials:

The crushed rock or crushed gravel shall be same as Winchester Bay-North Bend rock production.

Crushed Material to be Washed:

Same as Winchester Bay-North Bend.

Assumed Distribution of Materials:

Assumed distribution of materials to which reference is made in the standard specification and on which the contractor is to base his bid price is as follows:

Location of Site	Cubic Yards to be Stockpiled $\frac{3}{4}$"-$\frac{1}{2}$" Material	$\frac{1}{2}$"-$\frac{1}{4}$" Material	$\frac{1}{4}$"-0 Material
Adjacent to highway at Mile 9.4	200	300	-
" " " 14.05	500	500	-
" " " 15.82	400	400	-
One-fourth mile W. of Mile 19.66	600	800	800
Adjacent to highway at Mile 21.65	200	400	-
" " " 27.58	600	600	-
" " " 31	300	300	-
" " " 34.5	-	400	800
" " " 37	700	700	-
" " " 41	500	500	-
" " " 43	400	400	-
" " " 49	400	400	-
" " " 51.6	400	400	-
" " " 53.7	300	300	-
" " " 57.3	1000	800	600
" " " 61.3	600	500	-
" " " 65.4	400	400	-
Totals	7500 Cu. Yd.	8100 Cu. Yd.	2200 Cu. Yd.

Measurement and Payment:

Same as Winchester Bay-North Bend except use words "Crushed rock or Crushed Gravel".

All $\frac{1}{4}$" minus material produced by the contractor on State owned or leased or Government owned land shall be considered the property of the State in accordance with the standard provisions relating to screen rejections and should the engineer request any of this

SPECIAL PROVISIONS

EAGLE POINT—CRATER LAKE
MAINTENANCE MATERIAL

Measurement and Payment (cont'd)

type of material to be stockpiled in excess of the quantities specified under "Assumed Distribution of Materials" the contractor shall stockpile such material at location directed and will be paid therefore at 25¢ per yard stockpile measure if the haul does not exceed one-half mile and payment for the part of the haul that is in excess of one-half mile will be made at a price of 10¢ per yard mile.

(If the above plan of paying contractor his bid price for ¼"-0 crushed materials in stockpile for the quantity specified under "Assumed Distribution of Materials" and paying contractor screen rejection price for any material in excess of this amount ordered by the engineer, does not meet with your approval, we could eliminate ¼"-0 material from list of assumed distribution of materials and pay contractor simply for screen rejections at prices stated in standard specification except at 10¢ per yard mile haul. In any case we require approximately the quantities of ¼"-0 material specified for the use of paving plant and for use in construction of 0-30 re-oil)

MISCELLANEOUS PROVISIONS

ENGINEER'S ESTIMATE

¾"-½" Crushed Materials in Stockpile	7500 Cu. Yds. at $2.20	$16,500
½"-¼" Crushed Materials in Stockpile	8100 Cu. Yds. at $2.20	17,820
¼"-0 Crushed Materials in Stockpile	2200 Cu. Yds. at $2.20	4,480.
	Total	$38,800.
Plus 10% Contingencies and Engineering		3,880.
		$42,680.

Extra Items in Connection With Contract:

Preparation of 17 stockpile sites	$800	
Screen Rejects - 1000 yds. at 25¢	250.	
Screen Rejection haul 2000 Yd. Mi. at 10¢	200.	1,250.
	$1250.	Total - - $ 43,930.

[illegible]. COLLIER, Div. Engr.
July 3, 1936

EAGLE POINT-CRATER LAKE MAINTENANCE MTLS.

Memo Regarding Gravel Pits, Quarries and Stockpile sites:
~~Gravel bar 0.25 mile west of M.P. 19.66 state owned.~~

GRAVEL BAR AND QUARRY SITES:

Gravel Bar	0.25 mile west of M.P. 19.66	State owned.
" "	0.5 mile south of M.P. 34.5	Leased from Dr. Haines at 5¢. Expires July, 1943
Quarry	0.2 mile north M.P. 54.3	U.S. land at Union Creek.

STOCKPILE SITES:

M.P. 9.4	On wide right of way at Cincades
14.05	Lease from Mathews, expires 1941
15.82	State owned at Butte Falls Road
19.66	" " on gravel pit site.
21.65	" ".
27.58	Lease expires 1936. To be bought from Blamer & Young
31.0	To be bought from Mr. Tate.
34.5	Leased from Dr. Haines. Expires, 1943
37.0	State owned at Evergreen Maintenance Shed
41.0	To be bought or leased from Copco.
45.0	" " " " " " "
49.0	" " " " " " Rogue River Timber Co.
51.6	U.S. Land. Stockpile at present
53.7	U.S. " " " "
57.3	U.S. Land at quarry site
61.3	U.S. land. Stockpile at present
65.4	U.S. " " " "

(As to U.S. lands, see letter from Forest Service, May 7, 1936.
As to Copco lands, see letter from Boyle, May 8, 1936.
As to Blamer & Young, see letter from Young, May 1, 1936.)

Authority for survey of sites has been approved and given to C.C. Gall. When surveys have been made and descriptions prepared, Request For Authority to Purchase should be sent to Salem Office for all tracts not State owned.

July5, 1938

UNIT COST
EAGLE POINT—CRATER LAKE MAINTENANCE MATERIALS

3 Set ups for total of 17,800 C.Y. $9000	$0.51
Load and crush	0.75
Haul, average 4.6 miles at 12¢	0.55
Stockpile and shrink	0.10
Contractor's 15% profit	0.29
	$2.20

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 2 1937
FOR FILING
15-1203

RECEIVED
MAR 1 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 27th, 1937

R. H. Baldock
State Highway Engr.
Salem, Ore

NOTED
State Highway Engineer

ATTN: S. H. PROBERT

Dear Sir:

I am sending herewith estimate #4 on the Eagle Point-Crater Lake Rock Production Project, Contract 1937.

In checking over this matter we found that the Resident Engineer had failed to include in his regular estimate, which was submitted Feb. 15th, one of the stockpiles located at mile post 23.75 and in order to pay the contractor for the quantities which were omitted on the other estimate, we are submitting this one.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. A. E. Wallace
cc. C. C. Gall

KDL:AF

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECEIVED
FEB 13 1937
FOR FILING
15-1203

RECEIVED
JAN 26 1937
STATE HIGHWAY COMMISSION

Jan. 25th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith an Order for Extra Work amounting to $25.00 on the Eagle Point-Crater Lake Section, contract No. 1937, covering the preparation by the contractor of two stockpile sites.

An order for the work of preparing all the sites was originally submitted by the contractor but the contractor advises that he does not have the equipment nor personnel with which to do this work and has requested that it be done by State Force. The original order should therefore be cancelled and this order, together with the accompanying order for State Force Work, should be substituted.

The work of clearing these piles will fit in with our present organization as the men on the maintenance crew will have time to do this work.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

RECEIVED
JAN 6 1937
FOR FILING
15-1203

January 5, 1937

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1937 awarded to you on November 30, 1936, for furnishing crushed gravel or rock in stock piles on the Eagle Point-Crater Lake Section of the Crater Lake Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

#1937

RECEIVED
DEC 22 1936
FOR FILING

15-1203

December 21, 1936

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: T. J. Aubrey.

Gentlemen:

Reference is made to your letter of December 7th concerning the A. S. Wallace contract in Jackson County.

You are advised that this is our No. 1937, and is known as the Eagle Point-Crater Lake Section of the Crater Lake Highway. The amount of the contract is $37,884.00, and the bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Bedell Building, Portland, is resident agent. The completion date of the contract is Sept, 30, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER [illegible]

6TH FLOOR YEON BUILDING
Portland, Oregon

DEC 9 1936

December 7, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: A. S. WALLACE
Roseburg, Oregon

In response to our inquiry of November 23rd, wherein we requested information pertaining to the Crater Lake Highway job, you advised that Mr. Wallace was the low bidder, however, the contract had not yet been awarded.

We will appreciate your furnishing us with the details in connection with this operation when they are available.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey

District Credit Supervisor

IET:B

RECEIVED
MAY 7 1937
FOR FILING
15-1203

November 30, 1936

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

Confirming my wire to you of this date the State Highway Commission has today awarded you the contract for furnishing crushed materials in stock pile for the Eagle Point-Crater Lake Section of the Crater Lake Highway in Jackson County. This award was based on your bid of $37,584.00 submitted on November 5.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem Oregon
November 30, 1936

A S WALLACE

ROSEBURG OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR FURNISHING CRUSHED MATERIALS FOR EAGLE POINT CRATER LAKE SECTION OF CRATER LAKE HIGHWAY ON BASIS YOUR BID SUBMITTED NOVEMBER 5 STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER

SECRETARY

(File)

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONTRACT #1938

FA 158-C Pumping Plant Hill Sec., 1936
Old Oregon Trail Hwy.

1938

#1938

RECEIVED
SEP 27 1937
FOR
158-C

September 25, 1937

Hanson & Roland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: H. Fisher.

Gentlemen:

In response to your inquiry of recent date you are advised that the warrant covering final payment was mailed to McNutt Bros., on August 30, 1937. This was in connection with their Contract No. 1938, Pumping Plant Hill Section of the Old Oregon Trail in Malheur County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1438

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

PRES.
ROWLAND, SECY.

RECEIVED
SEP 13 1937
OREGON
STATE HIGHWAY COMMISSION

September 10, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46377 - McNUTT BROTHERS to STATE OF OREGON - Pumping Plant Hill Section of Old Oregon Trail, Malheur County, Oregon.

Gentlemen:

On August 30th you advised us that final payment would probably be made to McNutt Brothers on the above captioned contract within two or three days. We would appreciate your advising us at this time if final payment has been made to the contractors.

Thanking you in advance for this information, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents
By M. Fisher
Surety Bond Department

MF

12448 - Aug 30

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 14 1937
FOR FILING
157-C

August 11th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

Your concurrence is requested in an extension of time without penalty for 14 days on Contract #1938, F.A.P. 158-C, Pumping Plant Hill Section of the Old Oregon Trial, McNutt Bros., Contractors.

This extension is necessary to coordinate the work with the operations of the U.S. Reclamation Service who are making a change in their pumping plant system which affected the placing of concrete pipes under the highway. It was thought necessary to hold up final completion of the work until the Reclamation Service was through with its work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

#1938

RECEIVED
AUG 13 1937
FOR FILING
138-C

August 7, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We hand you herewith copy of a letter from McNutt Bros., requesting an extension of time to June 14th on their contract No. 1938 - Pumping Plant Hill Section in Malheur County.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1938

RECEIVED
AUG 5 1937
FOR FILING
158-C

August 5, 1937

Maryland Casualty Company,
Hanson & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1938 for the construction of the Pumping Plant Hill Section of the Old Oregon Trail in Malheur County has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 15, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $55,999.50, including the final payment. Of this amount $205.42 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#138

RECEIVED
AUG. 3 1937
FOR FILING
158-C

August 2, 1937

McNutt Brothers,
551½ E. Broadway,
Eugene, Oregon.

Dear Sirs:

You are advised that the time limit on your Contract No. 1938, Pumping Plant Hill Section of the Old Oregon Trail in Malheur County, expired on May 31, 1937.

According to our records this contract was not completed until June 14th, 1937. Before final payment can be made it will be necessary for you to submit your application for an extension of time. The application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

JM.

cc to W. C. Williams.

Mr. Williams:

Please advise of your recommendations.

H. B. Glaisyer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 2 1937
FOR FILING

158-C

OREGON STATE HIGHWAY COMMISSION

SALEM

July 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Your letter of transmittal on final records for the Pumping Plant Hill Section stated that three books of field notes were being sent. We only received two books. The book of alignment notes was missing. It is possible that this book was overlooked in making up the package and we wish you would make a thorough search for it and if found send it to this office in order that we may have it for our records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 2 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

July 27, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Toole,
Resident Engineer,
Huntington, Ore.

Dear Sir:

It is noted that no notes were submitted with the final records on the Pumping Plant Hill Section of the Old Oregon Trail Highway. Transit and level notes of the final constructed line should be submitted for our records at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

RECEIVED
JUL 10 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. 158-C

POST OFFICE BUILDING
PORTLAND, OREGON

July 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 158-C, Pumping Plant-Hill Section, Old Oregon Trail, Malheur County, was made by a representative of this office on June 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Teo

#1938

RECEIVED
JUN 26 1937
FOR FILING
158-e

June 24, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros. on contract No. 1938 for the construction of the Pumping Plant Hill Section of the Old Oregon Trail in Malheur County. This payment will be made on or after July 5, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE

RECEIVED
JUN 21 1937
FOR FILING
158-C

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

June 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
C. B. McCullough

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Pumping Plant Hill Section of the Old Oregon Trail was satisfactorily completed by McNutt Brothers on June 14, 1937.

The total cost of the project, including State Force work yet to be performed, is $40,191 as compared with the project authorization of $41,421.

Several items showed a variance of more than ten percent of the preliminary estimate and I am giving you herewith explanation of such variances as explained in a letter of Resident Engineer N. A. Bole, addressed to me under date of June 18th:

"The trench excavation underran 10.7%. This was caused by a change in the design of the installation of the 54 inch pipe at station 1227+27.5. In the preliminary estimate we planned on placing the 54 inch pipe under the new grade before the reclamation placed the adjoining siphon pipe at each end. We were late in installing ours, however, and the reclamation placed theirs first, thereby cutting down on the excavation at each end of the pipe. Also, the pipe was shortened 16 feet, which further reduced the excavation.

"The excavation, single classification, overran 10.1%. On designing the slopes in the preliminary plans we believed the cut to be composed of mudstone, sandstone and clay with a light layer of gravel on the surface. On entering the cut from the top we found sand and gravel. In order to keep this material from raveling too much(the material extends half way down the face of the cut) we changed the slopes from 1:1 to 1½:1.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Pumping Plant Hill Section
Old Oregon Trail project
completed by McNutt Bros.

Page #2
8-19-37

"The overrun of 33.8% in the overhaul was caused by the excessive excavation in the cut at station 1230 and also by a grade change from station 1232 to 1248. The grade was raised approximately one foot.

"The rounding cutbanks underrun 23.1% because we daylighted the cut on the left side from station 1217 to 1221 and we raised the grade from station 1232 to 1248, changing some cut sections to fills.

"The 18" culvert pipe overran 17.7%. Having an excess of excavation we thought it would be advisable to lengthen the job from station 1282+60 to 1292 to carry the shoulder widening across a stretch of swamp land. It was necessary to lengthen an 18 inch pipe at station 1286+02.

"Instead of removing the headwalls from the pipes in place at stations 1124+16 and 1141+61 the contractor chipped away enough to make a connection with the extension pipes, thereby eliminating the chance of breaking the end joints and reducing the 24 inch concrete pipe by 15.5%.

"On our preliminary estimate we had planned on installing the 54 inch concrete siphon pipe during the winter months before the reclamation placed their extensions on each end. The contractor was late in starting and the reclamation placed their pipe first, leaving just what had to be encased in concrete. This reduced the amount by 23.5%.

"Salvaging culvert pipe underran 58.8%. Because the contractor's bid on the item was high, $1.00 plus trench excavation, we did not salvage any more pipe than was needed for reinstalled pipes at road approaches.

"Originally we planned on getting our gravel topping from the gravel pit that was located approximately one mile west

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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Pumping Plant Hill Section
Old Oregon Trail project
completed by McNutt Bros.

Page #5
6-13-37

of MP 414. We changed our plan when we opened up the cut at station 1232 and found an abundance of gravel topping. We hauled approximately half of the topping directly on the road from stations 1125 to 1162 and stockpiled the other half. It was necessary to do this as the gravel laid in the top half of the cut and the contractor could not finish the road from station 1208 to 1248 before excavating the materials beneath the gravel. Changing the location of our gravel pit reduced the haul 56.6%.

"The filler overran 42.7%. The excess filler, however, was not used in the roadbed proper, but was used in setting up the shoulder material, which consisted of sand and gravel. Had these shoulders not been compacted by fillering, they would have created a traffic hazard.

"Sprinkling overran 77% because of the dry season in which the road was constructed. It was necessary to use more water than anticipated to properly compact the roadbed proper and the fillered gravel shoulders."

Very truly yours

W.C.W.

W. C. WILLIAMS
Division Engineer

WCW:MA

✓cc R. H. Baldock
~~I. E. McCallister~~

FORM 8-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 21 1937
FOR FILING
12 P-C

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

NOTED
C. B. McCullough

June 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. ~~H.~~ G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semifinal estimate on the Pumping Plant Hill Section of the Old Oregon Trail in Malheur County. Enclosed with the semifinal estimate are the following records:

Price agreement #1 covering cement adjustment
Invoice and payroll on force order #1
Record of extra work bills.

In support of the semifinal estimate, there is being forwarded to you by express the following records:

One profile tracing
One 100 foot construction map
Three books field notes
One book computation sheets
One book platted cross sections
One book platted sections of pipes, ditches, levees, et.
One book computations on form 78
One mass diagram
Fifteen material receipt books
One book cement receipts.

Very truly yours

W.C.C.

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock
J. W. McCallister

Form 888—5M—12-36

158-e

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1937

Section Pumping Plant Hill

Kind of work Grading

Highway Old Oregon Trail

Section prefix 83-1102

Contractor McNutt Brothers

Contract number 1938

Date of contract December 2, 1936

Date of completion May 31, 1937

Date work started February 22, 1937

Estimated date of completion June 14, 1937

Amount of contract . . . . . . $ 33,445.00

Per cent of time elapsed overtime %

Estimated cost of completed project, exclusive of engineering . . . . $ 38,671.15

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1520.00, 4.5 %

Date project was completed June 14, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday morning four hand laborers worked four hours apiece to complete the work.

The contractor spent Monday and Tuesday to load his equipment for shipment west.

The engineering crew worked until Friday morning to complete the final records and semi-final estimate on this job.

RECEIVED
JUN 21 1937
OFF[illegible]
CONSTRU[illegible]

NOTED
H. G. SMITH

Signed N. A. Toole

Address Huntington, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

[illegible]
[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.44				
Miles partially completed					
Miles completed	3.44				
Total estimated quantities	69,400				
Estimated quantities moved or placed to date	69,400				
Average daily quantities	2000				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Malheur COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					2	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	~~Light rain~~ fair		
Monday	light rain		
Tuesday	cloudy		
Wednesday	rain & cold		
Thursday	rain & cold		
Friday	drizzling rain all day		
Saturday	cloudy		

[illegible]
[illegible]

FORM 5-M-1 1M 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 21 1937
FOR FILING
158-C

May 19, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. J. N. Bishop, Maintenance Engineer

Dear Sir:

I enclose herewith a requisition for 800 cubic yards of crushed gravel to be used in oiling the Pumping Plant Hill Section of the Old Oregon Trail, under authority of an approved work order for state force work on contract projects.

This material can be furnished by Chester T. Lackey of Ontario and he has submitted a quotation of $2.00 per cubic yard in stockpile at Payette Junction. Inasmuch as a seven mile haul is required on the material, this quotation is reasonable and I recommend that the material be purchased from Mr. Lackey.

I will appreciate your passing this requisition through the Board of Control for early purchase.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓
H. G. Smith

FORM 8-H-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 15 1937
FOR FILING

154-C

May 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

RECEIVED
MAY 10 1937
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing an order for state force work on contract projects covering the construction of type O-9 oil mat wearing surface on the Pumping Plant Hill project. I note in your letter that you request an order for light oil. I would take it that you would mean a specification similar to an O-30, but from our experience on the Durkee-Huntington work, we have found that the O-30 type is exceptionally expensive to maintain under the heavy traffic carried on the Old Oregon Trail.

It probably will be anywhere from three to five years before bituminous macadam will be laid on the Pumping Plant Hill section to Ontario and it is my belief that we should construct a type O-9 oil mat to carry the traffic until the bituminous macadam is constructed.

There was set up in the project authorization the sum of $5000 to cover such oiling.

It will be necessary to purchase rock for this oil mat construction and I have secured a quotation of $2.00 per cubic yard f.o.b. Payette Spur from C. T. Lackey of Ontario. This is based on a price of approximately $1.30 f.o.b. bunkers and 70 cents haul for the seven miles from the plant to the Payette Spur. If you will approve the state force order, I will have necessary requisition for the rock submitted immediately through the State Purchasing Agent.

Very truly yours

RECEIVED
1937

W. C. WILLIAMS
Division Engineer

WCW:MA - enc
cc R. H. Baldock
J. N. Bishop

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM.

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 5 1937
FOR FILING

158-C

May 4, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Will you submit immediately State Force Order covering the placing of a light oil on the Pumping Plant Hill Section, to hold the surfacing until such time as bituminous macadam project can be put on.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILING

158-e

February 24, 1937.

Mr. W. C. ~~Williams,~~
~~Division Engineer,~~
~~La Grande, Ore.~~

NOTED

Dear Sir:

The sub-contract between McNutt Bros., and R. F. Nichol and Company for the placing of Class"A" and"B" Concrete, steel, etc., on the Pumping Plant Hill Section of the Old Oregon Trail, meets the approval of this office and you may so advise the contractors.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILING

158-e

February 24, 1937.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

Dear Sir:

The sub-contract between McNutt Bros., and R. F. Nichol and Company for the placing of Class "A" and "B" Concrete, steel, etc., on the Pumping Plant Hill Section of the Old Oregon Trail, meets the approval of this office and you may so advise the contractors.

Yours very truly,
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

FORM 5-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 23, 1937

RECEIVED
FEB 25 1937
FOR FILING
158-e

RECEIVED
FEB [illegible] 1937
STATE HIGHWAY COMMISSION

IN REPLY REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith a copy of a subcontract for which permission has been requested to execute by McNutt Brothers, contractors on the Pumping Plant Hill Section of the Old Oregon Trail.

This subcontract covers the construction of concrete box culverts and siphons by R. F. Nichol and Company of Vale and it is my recommendation that subcontract be given approval.

If you will notify me of your approval, I will so advise contractors in order that work may be started at once.

Very truly yours

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc

cc R. H. Baldock

RECEIVED
FEB 17 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 15 1937
STATE HI [illegible] MISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. ______ Oregon FAP 158-C
Pumping Plant - Hill Section
of the Old Oregon Trail

February 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Iro

Hwy. 30331

Form P. R. 2

State Oregon

Project No. 158-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of January, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of October, 1929, a project statement, which was approved by the Secretary on the 12th day of November, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, four hundred forty and no/100 dollars ($22,440.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1109+20 in the NW¼, Sec. 26, T. 16S., R. 47E., W.M. at the east end of section A of said project and ending at survey station 1282+50 in the SE¼, Sec. 3, T. 17S., R. 47E., W.M.

, length 3.260 miles, in Malheur County, being Section C of Oregon project No. 158, consisting of 3.260 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible] miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of thirty-two thousand, four hundred forty and no/100 dollars ($32,440.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-six thousand, seven hundred eighty-eight and no/100 dollars ($36,788.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of January, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

PBB.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 150-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 36,780.00 as the total estimated cost of said project, and the sum of $ 22,440.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27 day of January one thousand nine hundred and thirty seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

FORM 5-H-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 24, 1936

RECEIVED
DEC 29 1936
FOR FILING
158-C

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 28 1936
COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. N. Bishop
Maintenance Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith Department Order for 2000 cedar fence posts to be used in the construction of right of way fence on the Pumping Plant Hill Section of the Old Oregon Trail in Malheur County.

This work is covered by approved order by State force work on contract projects and it is necessary that we proceed with the fence construction immediately.

These fence posts may be purchased from either Boise-Payette Lumber Company of Van Petten Lumber Company of Ontario. Cheaper bids may be secured on the coast, but the State Purchasing Agent will know about this.

It is essential that the posts be delivered in Ontario not later than January 15, 1937.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~H. G. Smith~~

RECEIVED
DEC 22 1936
FOR FILING

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

158-C

December 22, 1936

McNutt Bros.
861½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 1958 which was awarded to you on December 2, 1936, for the grading and surfacing of the Pumping Plant Hill Section of the Old Oregon Trail, in Malheur County.

This copy is for your records and files.

Very truly yours,

Secretary

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 158-C
Pumping Plant Hill Sec.of
the Old Oregon Trail

December 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield

By L. J. Caufield
Highway Engineer

FORM D-H-1 1M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FOR FILING

158-C

December 4, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith order for State Force Work on Contract Projects covering the moving and reconstructing of 2000 rods of fence on the Pumping Plant Hill Section of the Old Oregon Trail in Malheur County. This order is intended to cover the moving of all fence acquired in 1931, but does not include fence construction on right of way which was purchased this year, as allowance for such fence moving was made in the right of way settlements.

Additional project authorization in the amount of $1652.00 will be required to cover the moving of this fence.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
MAY 7 1937
FOR FILING

158-C

December 2, 1936

McNutt Brothers,
351½ East Broadway
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission today awarded you the contract for the 3.26 miles of grading and 1.43 miles of surfacing on the Pumping Plant Hill Section of the Old Oregon Trail, in Malheur County. This award was based on your low bid of $33,425.00 submitted on November 5, 1936

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

Set confirmed

TELEGRAM			
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
DECEMBER 2 1936

MCNUTT BROTHERS
351½ EAST BROADWAY
EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING AND SURFACING PUMPING PLANT HILL SECTION OF OLD OREGON TRAIL BASED ON YOUR BID SUBMITTED NOVEMBER FIFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

File

S. E. Probert
Office Engineer

[illegible]

RECEIVED
DEC 3 1936
FOR FILING

158-C

December 2, 1936

Mr. V. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

All rights of way matters having been satisfactorily settled, we are ready to proceed with the awarding of the contract for the Pumping Plant Hill grading and surfacing project in Malheur County (Federal aid project No. 158-C).

With your concurrence, we will make the award today to McNutt Bros. of Eugene on the bid of $33,445 submitted by them on November 5th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EB

RECEIVED
DEC 4 1936
FOR FILING

158-C

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Pumping Plant Hill Section, F. A. Project No. 158-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 158-C

[illegible] [illegible] HILL SECTION OF THE
OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1938

Shoulder Widening (Sta. 1109+20 to 1125+00)
(Sta. 1162+00 to 1208+00)(Sta. 1247+00 to [illegible])

All Required		Clearing and Grubbing		$ 281.00
460	cu. yds.	Trench Excavation	$ 1.00	460.00
30,000	yd. mi.	Truck Haul	0.10	3,000.00
1.83	miles	Finishing Roadbed and Slopes	300.00	549.00
60	lin. ft.	18" Concrete Pipe	2.00	120.00
56	lin. ft.	24" Concrete Pipe	3.50	196.00
120	lin. ft.	Salvaging Culvert Pipe	1.00	120.00
			Subtotal	$ 4,726
			10% Engr. & Cont.	473
			Total	$ 5,199
		Length	1.833 miles	
		Cost per mile	$ 2,835	

Grading & Topping (Sta. 1125+00 to 1162+00)
(Sta. 1208+00 to 1247+00)

All Required		Clearing and Grubbing		$ 219.00
1,040	cu. yds.	Trench Excavation	$ 1.00	1,040.00
63,000	cu. yds.	Excavation, Single Classif.	0.22	13,860.00
18,000	yd. sta.	Overhaul	0.02	360.00
25,000	yd. mi.	Truck Haul	0.10	2,500.00
1.43	miles	Finishing Roadbed and Slopes	300.00	429.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
60	lin. ft.	18" Concrete Siphon Pipe	3.00	180.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
34	lin. ft.	24" Concrete Pipe	3.50	119.00
130	lin. ft.	30" Concrete Pipe	4.50	585.00
68	lin. ft.	Installing 54" Concrete Siphon Pipe	5.00	340.00
220	lin. ft.	Salvaging Culvert Pipe	1.00	220.00
26	cu. yds.	Class "A" Concrete	23.00	598.00
76	cu. yds.	Class "D" Concrete	24.00	1,824.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 19

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 158-C, the Pumping Plant Hill ... Old Oregon Trail ... Schutt Bros., Eugene, Oregon,

---

13,500	lbs.	Metal Reinforcement	$ 0.07	$ 945.00
400	lin. ft.	Salvaging Guard Fence	0.50	200.00
5,000	cu. yds.	Selected Roadbed Topping	0.30	1,500.00
14,000	yd. mi.	Hauling Roadbed Topping	0.10	1,400.00
1,500	cu. yds.	Salvaging Surfacing Materials	1.00	1,500.00
300	cu. yds.	Filler	0.25	75.00
300	yd. mi.	Hauling Filler	0.20	60.00
150	M-Gal.	Sprinkling	1.50	225.00
		Subtotal		$ 28,719
		10% Engr. & Cont.		2,871
		Total		$ 31,590

Length 1.427 miles
Cost per mile $ 22,137

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Shoulder Widening	$ 5,198	$ 3,170	$ 2,028
Grading & Topping	31,590	19,270	12,320
	$ 36,788	$ 22,440	$ 14,348

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 158-C, the Pumping Plant Hill section of the Old Oregon Trail, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 198-C, the Pumping Plant Hill section of the Old Oregon Trail, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
DEC 4 1936
FOR FILING

158-C

October 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Pumping Plant Hill Section, F. A. Project No. 158-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 158-C

PUMPING PLANT HILL SECTION OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 17, 1936

Shoulder Widening (Sta. 1109+20 to 1125+00) (Sta. 1162+00 to 1208+00) (Sta. 1247+00 to 1282+50)

All Required		Clearing and Grubbing			$ 100.00	
460	cu. yds.	Trench Excavation	$ 0.75		345.00	
30,000	yd. mi.	Truck Haul	0.12		3,600.00	
1.83	miles	Finishing Roadbed and Slopes	200.00		366.00	
60	lin. ft.	18" Concrete Siphon Pipe	2.50	2.20	~~150.00~~	132.–
56	lin. ft.	18" Concrete Pipe	2.20	3.–	123.20	168.–
120	lin. ft.	Salvaging Culvert Pipe	0.60		72.00	
			Subtotal		$ 4,756.	
			10% Engr. & Cont.		475.	
			Total		$ 5,231.	

Length	1.833 miles
Cost per mile	$ 2,853

Grading & Topping (Sta. 1125+00 to 1162+00) (Sta. 1208+00 to 1247+00)

All Required		Clearing & Grubbing		$ 100.00
1,040	cu. yds.	Trench Excavation	$ 0.75	780.00
63,000	cu. yds.	Excavation, Single Classification	0.22	13,860.00
18,000	yd. sta.	Overhaul	0.02	360.00
25,000	yd. mi.	Truck Haul	0.12	3,000.00
1.43	miles	Finishing Roadbed and Slopes	200.00	286.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
60	lin. ft.	18" Concrete Siphon Pipe	2.50	150.00
70	lin. ft.	18" Concrete Pipe	2.20	154.00
34	lin. ft.	24" Concrete Pipe	3.00	102.00
130	lin. ft.	30" Concrete Pipe	4.50	585.00
68	lin. ft.	Installing 54" Concrete Siphon Pipe	4.00	272.00
220	lin. ft.	Salvaging Culvert Pipe	0.60	132.00
26	cu. yds.	Class "A" Concrete	25.00	650.00
76	cu. yds.	Class "B" Concrete	27.00	2,052.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

PORTLAND, OREGON

13,500	lbs.	Metal Reinforcement	$ 0.06	$ 810.00
400	lin. ft.	Salvaging Guard Fence	0.10	40.00
5,000	cu. yds.	Selected Roadbed Topping	0.30	1,500.00
14,000	yd. mi.	Hauling Roadbed Topping	0.12	1,680.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.70	1,050.00
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
150	M-Gal.	Sprinkling	2.00	300.00
			Subtotal	$28,473.
			10% Engr. & Cont.	2,847.
			Total	$31,320.

Length 1.427 miles
Cost per mile $ 21,948

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Shoulder Widening	$ 5,231	$ 3,191	$ 2,040
Grading & Topping	31,320	19,109	12,211
	$ 36,551	$ 22,300	$ 14,251

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 158-C, the Pumping Plant Hill section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 158-C, the Pumping Plant Hill section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT # [redacted] 1939

11-1202 Condon-Fossil Section, John Day Hwy.
1936

1939

RECEIVED
AUG 16 1937
FOR FILING

11-1202

August 13, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

A few days ago we received a letter from you with reference to an extension of time on the Schmeer, Williams & Gentemann Contract No. 1939, Condon-Fossil Section in Gilliam and Wheeler Counties.

You are advised that we have had the consent of surety for the extension for sometime but have never reveived the contractors formal application for the extension. If you have their letter in your office please forward it to us. We will be unable to make final payment on this contract until their letter has been received.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Schmeer, Williams & Gentemann,
Condon, Oregon.

#1939

RECEIVED
AUG 13 1937
FOR FILING

11-1202

August 3, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of July 15th to Schmeer, Williams & Hentemann concerning an extension of time on their Contract No. 1939, Condon-Fossil Section, copy of which was forwarded to this office.

Will you please advise if you have heard anything more regarding the extension. We will soon be ready to make final payment and it will be necessary that the time limit be extended up to the date of completion before the payment is released.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1939

RECEIVED
AUG 5 1937
FOR FILING
11-1262

August 3, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1939 for the construction of the Condon-Fossil Section of the John Day Highway in Gilliam and Wheeler Counties, has been completed by the contractors, Schmeer, Williams & Gentemann, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 13, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,481.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 5M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUL 28 1937
FOR FILING
11-1202

July 26, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for state force work in the amount of $500. This order is to cover prospecting of the rock quarry to be used on a maintenance material project between Shuttler Flat and Condon on the John Day Highway.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

ENC=

cc R. H. Baldock

RECEIVED
27 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1937
FOR FILING

11-1202

July 20, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Schmeer, Williams & Gentemann on Contract No. 1959 for the construction of the Condon-Fossil Section of the John Day Highway in Gilliam and Wheeler Counties. This payment will be made on or after July 30, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
JUL 22 1937
FOR FILING
11-1202

RECEIVED
JUL 21 1937
OREGON
STATE HIGHWAY COMMISSION

July 20th, 1937.

Oregon State Highway Commission
c/o W.C. Williams, Division Engineer
La Grande, Oregon

Gentlemen:

RE: Contract No. 1988 - Condon-Fossil Section
on the John Day Highway in Gilliam County
and Wheeler County, State of Oregon.
Schneer, Williams & Gentemann.

We hereby consent to an extension of time under the above contract to July 10th, 1937.

This in no manner waives or alters the terms and conditions of our bond thereon.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

By______________________
Resident Vice-President.

COPY

MAO

cc: Oregon State Highway Commission
Salem, Oregon

cc: G. C. Bishop
Yeon Bldg., Portland, Oregon

RECEIVED
SEP 2 1937
FOR FILING
11-1202

RECEIVED
[illegible] 18 1937
OREGON
STATE HIGHWAY COMMISSION

Condon Ore.
July 19 1937

Oregon State Highway Commission
Salem Ore.

W.O.Williams
LaGrande Ore.

Dear Sir,

We wish an extention of time on the Condon- Fossil Rock Production Job from June 30thuntil July 10th & conditions made it impossible to finish before that time

Very Truly Yours,
Schmeer Williams & Gentemann.
H.E.Schmeer

Box 72 Condon Ore.

This is our copy of letter that was mailed to Mr. Williams at La Grande on the above date.

S.W.& G.
HES.

SIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 13, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

A few days ago we received a letter from you with reference [illegible] an extension of time on the Schmeer, Williams & Gentemann Contract No. 1959, Condon-Fossil Section in Gilliam and Wheeler Counties.

You are advised that we have had the consent of surety for the extension for sometime but have never reveived the contractors formal application for the extension. If you have their letter in your office please forward it to us. We will be unable to make final payment on this contract until their letter has been received.

Very truly yours,
STATE HIGHWAY COMMISSION

By HBGlaisyer
Secretary.

Dict. by J. McFarland.

cc to Schmeer, Williams & Gentemann,
Condon, Oregon.

RECEIVED
AUG 13 1937
FOR FILING
11-1202

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

July 17th, 1937.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 1939 - Condon-Fossil Section
on the John Day Highway in Gilliam and
Wheeler Counties, State of Oregon,
Schmeer, Williams, Gentenann

We enclose herewith copy of letter extending the time of completion under the above contract to June 30th, 1937.

Very truly yours,

BATES, LIVELY & PEARSON

By K V Lively

MAG
Encl.

June 9th, 1937.

Oregon State Highway Commission
c/o W.C. Williams, Division Engineer
La Grande, Oregon

Gentlemen:

RE: Contract No. 1939 - Condon-Fossil Section on the John Day Highway in Gilliam & Wheeler Counties, State of Oregon. Schmeer, Williams, Gentemann

We hereby consent to an extension of time under the above contract to June 30th, 1937.

This in no manner waives or alters the terms and conditions of our bond thereon.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

BY FRED C. REED
Resident Assistant Secretary

FCR:MG

cc: G.C.Bishop
Yeon Bldg.

COPY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FOR FILING

11-1202

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

July 16, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Condon-Fossil Rock Project

Attention Mr. H. G. Smith:

Dear Sir:

There is an overrun of project authorization on the Condon-Fossil rock production project of $128.00.

This overrun is the result of the purchase of approximately $165.00 worth of screen rejection. These screen rejections are valuable for maintenance operations and I am inclosing request for additional project authorization in the amount of $150.00 to cover the overrun.

Very truly yours

Division Engineer

WCW W

cc Mr. Baldock

Incls.

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

F
11-12-02

July 16, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Condon-Fossil Final Est.

Attention Mr. H. G. Smith:

Dear Sir:

All work on the Condon-Fossil rock production job was satisfactorily completed on July 10th and I am submitting herewith semi-final estimate for the project.

In support of this semi-final estimate there is being forwarded to you by express:

1 book platted sections
1 book field notes

I note a slight error in the estimate as prepared by Mr. Weaver in that he has paid for 87.3 cu yds of 1/4" to 0" crushed rock as a bid item when it should have been screen rejection item, which is on a different haul basis. Mr. McAllister will note this when checking the estimate.

Very truly yours

WCW V

Division Engineer

cc Mr. Baldock
cc Mr. McAllister

NOTED
C. B. McCullough

#1939

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 13 1937
FOR FILING
11-1207

RECEIVED
JUL 16 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

July 15, 1937

Schmeer, Williams & Genteman
Contractors
Condon, Oregon

Dear Sirs:

Please submit a request for extension of time, along with consent of your surety, for the Condon-Fossil rock production project, Contract 1935.

Our records show that an extension of time was granted to you to June 30, 1937. The job was not completed until July 10, 1937.

The request for extension of time should be sent at the earliest date possible as final payment will not be made until request and consent of surety, with the division engineer's approval, is received at the Salem office.

Very truly yours

Ext

July 10th

Division Engineer

CDC V

By

Office Engineer

ccYour office in Portland
3233 N. E. 12th Avenue

cc Mr. Glaisyer

Form 338—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3 1937, 193

Section Condon - Fossil

Kind of work Maint Rock Production

Highway John Day

Section prefix 11 - 1202

Contractor Schmeer - Williams & Gantemann

Contract number 1939

Date of contract December 3 1936, 193

Date of completion May 31 1937, 193

Date work started April 5 1937, 193

Estimated date of completion July 10 1937, 193

Amount of contract $ 9945.00

Per cent of time elapsed 118 %

Estimated cost of completed project, exclusive of engineering $ 9945.00

Per cent of contract completed, based on total contract price 96 %

Engineering cost to date, $ 530.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is progressing very well and will be completed with about two more days operations or about Wednesday or Thursday of next week.

1937

Signed J.B.Weaver

Address Fossil Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			6300		
Estimated quantities moved or placed to date			6100		
Average daily quantities			135		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 3-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 15 1937
FOR FILING
11-1202

June 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. . G. Smith, Construction Engineer

Dear Sir:

I hand you herewith request for additional expenditure in the amount of $731.25 on the Condon-Fossil rock production project.

This additional authorization is required to cover cost of rock stockpiled for use during the construction of the Condon Historical Memorial Park, which is being done as a landscape project under Mr. Otten's supervision.

Very truly yours

W. C. WILLIAMS
Division Engineer

RCW:MA
enc.

cc R. H. Baldock

#1939

FORM 2-H-1 2M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 16 1937
FOR FILING
11-1202

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

June 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

As requested in your letter of June 4, 1937, we are attaching hereto consent of surety ~~in [illegible]~~ requested extension of time on contract No. 1939, Condon-Fossil Section, John Day Highway, contractors Schmeer, Williams, and Gentemann. Engineer's recommendations relative to the extension have been submitted previously.

Very truly yours

W. C. WILLIAMS
Division Engineer

By C D Cannon
C. D. CANNON
Office Engineer

CDC:MA
enc.

June 4, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of June 1st recommending an extension of time to June 30th on the Schmeer, Williams & Gentemann Contract No. 1939, Condon-Fossil Section in Gilliam and Wheeler Counties.

Will you please request the above contractors to submit the written consent of their surety on the bond so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

FORM 8-H-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

CROSS REFERENCE SHEET

RECEIVED
JUN 3 1937
FOR FILING
11-1202

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 1, 1937

RECEIVED
JUN 2 - 1937
IN REPLY PLEASE REFER TO FILE No.
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith letter addressed to me by Schmeer, Williams & Gentemann in which they make request for extension of time on their Condon-Fossil rock production project until June 31, 1937.

Materials on this project were manufactured from a talus slide and the materials in the slide were very wet early in the spring and prohibited satisfactory screening of the materials. For this reason, the company was not able to start the work in sufficient time to complete within the original time limit.

SEE

Sufficient materials have been furnished for this year's maintenance work, so that the State has not been inconvenienced, nor have the engineering costs been higher than if they had started earlier. I recommend the granting of an extension of time to June 31 without penalty.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R.H. Baldock

11-1202

CROSS REFERENCE SHEET

Name or Subject Condon-Fossil Section File No.

Regarding W.C.Williams to H.G.Smith Date April 20, 1937

Last fall there was awarded to Schmeer, Williams and Genteman two maintenance projects in this division. One project was the Haines-Baker Section and the other the Condon-Fossil Section.

Schmeer, Williams and Genteman completed approximately 50% of the Haines-Baker project when weather forced them to shut down. Weather is still unfavorable for resumption of work as they can not properly screen material, nor will the county road, extending four miles from the pit, stand hauling over. For this reason, I have requested that they transfer their plant to the Condon-Fossil setup and start operations there in order that we may have rock for this summer's oil.

1-1202

This they are doing and will complete the Condon-Fossil project before returning to Baker. This will result in the necessity of a time extension on the Haines-Baker project and it will be my recommendation that they be granted such extension as is necessary without penalty for the reason that they were handicapped by very severe weather and that they had already produced sufficient materials for our 1937 season.

11-1202

SEE

Name or Subject File No.

Very truly yours

Sgd. W. C. Williams
Division Engineer

WCW:MA

cc R. H. Baldock
J. N. Bishop

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OREGON STATE HIGHWAY COMMISSION

By

Secretary

RECEIVED
JAN 20 1937
FOR FILING

11-1202

January 19, 1937

Schmeer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1939 awarded to you on December 3, 1936, for furnishing crushed rock in stock pile on the Condon-Fossil Section of the John Day Highway in Gilliam and Wheeler Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

#1939

RECEIVED
JAN 4 1937
FOR FILING

11-1202

January 4, 1937

Schmeer, Williams & Gentemann,
2808 - 3rd St.,
Baker, Oregon.

Attention: Mr. H. E. Schmeer.

Gentlemen:

Reference is made to your letter of December 31st concerning the copies of Contract No. 1939 - Condon-Fossil Section which were forwarded to by express at your Portland address for execution on December 8th.

We regret that this contract was sent to the Portland address instead of your Baker address. However, the copies have been reveived as we have not been notified of non-delivery by the express company.

In regard to estimates, we have no record of receiving an estimate on your Condon-Fossil Section work. Your estimate voucher on your Haines-Baker project is going to the Secretary of State to day and the warrant should be ready to mail within the next few days. The warrant covering this payment will be mailed to your Baker address and all other correspondence will be mailed to you at that address hereafter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1939

Baker Ore.
Dec 31 1935.

RECEIVED
JAN 4 1937
STATE HIGHWAY COMMISSION

Oregon State Highway Commission

Salem Ore.

Gentlemen,

Your letter of Dec. 30 at hand and wish to state that we have not received the contracts for the Condon job although I am writing to Portland to see if they are being held down there. In fact I see no reason for them to be mailed to Portland as only a short time ago I wrote to Salem asking that all mail be sent to our Baker address which was acknowledged by Mr. Glaizer.

As we have not received our last months estimate check that was mailed to your office on the eighteenth of this month and we sincerely hope that this hasent been mailed to Portland to, as we have our payrolls to meet each week and there comes a time when we need our money.

No Record

Very Truly Yours,

Schmeer, Williams & Gentemann.

By H. E. Schmeer

#1918

2808 3rd st.

Baker Ore.

Contracts sent express to 3233 N.E. 12th ave. on Dec. 8th

warrant on #1918 will be mailed in few Days

RECEIVED
MAY 7 1937
FOR FILING
11-12-02

December 3, 1936

Schmeer, Williams & Gentemann,
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission today awarded you the contract covering the furnishing of 6,300 cu. yds. of crushed rock, in stock pile, on the Condon-Fossil Section of the John Day Highway, in Gilliam and Wheeler Counties. This award was based on your low bid of $9,945.00 submitted on November 5, 1936.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

Ex confirmed

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
DECEMBER 3 1936

SCHMEER WILLIAMS & GENTEMANN
3233 NORTHEAST TWELFTH AVENUE
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR FURNISHING CRUSHED ROCK ON THE CONDON-FOSSIL SECTION OF THE JOHN DAY HIGHWAY BASED ON YOUR LOW BID SUBMITTED NOVEMBER FIFTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

File

CONTRACT# [redacted] 1940

101-1001 Miles Bridge Section, Medical
Springs Secon.

1940

1940 +
1942

RECEIVED
AUG 2 1938
FOR FILING

101-1001

Cross Referenced To

13-1203

July 27, 1938

PLATT, HENDERSON, WARNER & CRAM
Porter Building
Portland, Oregon

Attention Mr. Wilber Henderson

Gentlemen:

This is to acknowledge your letter of July 23 concerning the W. C. White contracts with the State Highway Commission.

With regard to Contract No. 1940 for the construction of a bridge over Powder River, in Baker County, you are advised that the final payment was in the amount of $4,227.72 and the warrant covering this payment was mailed to Mr. White at Vale, Oregon, on July 24, 1937.

Claims which we have on file against this contract are as follows:

Basche-Sage Hardware Company	$ 471.33
Forest Products Treating Company	1,905.94
Shell Oil Company	151.19

The claim of the Shell Oil Company was released on December 23, 1937. We have no record of the claim of the E. I. du Pont de Nemours Company in the amount of $272.45, mentioned in your letter.

Regarding Contract No. 1942, Sage Hen Creek-Burns and Poison Creek-Burns Sections in Harney County, the warrant for the final payment, which was in the amount of $754.60, was handed to a representative of the Great American Indemnity Company, surety on the bond in connection with this contract, on November 27, 1937. The claims filed against this contract are as follows:

Dillman Hardware Company	$ 105.66
Union Oil Company of California	819.45
Feenaughty Machinery Company	1,317.04
Verl Reed	1,022.31

Very truly yours

OREGON STATE HIGHWAY COMMISSION
By

JM:MBL

Secretary

ROBERT TREAT PLATT
WILBER HENDERSON
HAROLD J. WARNER
EDWARD T. CRAM

PLATT, HENDERSON, WARNER & CRAM
ATTORNEYS AND COUNSELORS AT LAW
PORTER BUILDING
PORTLAND, OREGON

RECEIVED
JUL 25 1938
OREGON
STATE HIGHWAY COMMISSION

SUBJECT:

July 23, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In re: W. C. White contract 1940, Medical Springs Secondary Highway, Baker County.

Kindly confirm our understanding of your records as to the above captioned subject, as follows:

Claims filed:

Basche-Sage Hardware Company	$ 471.33 ✓
Forest Products Treating Company	1619.92 - $1905.94
Do not have - E. I. du Pont de Nemours Company	272.45
Shell Oil Company	151.19. - Released - Dec 23 -

Final $4,227.72 - V. # 10697-37 - Mailed to [illegible] on July 24 1937

Kindly inform us as to when final payment was made on this contract, and to whom.

In re: W. C. White contract 1942, Sage Hen Creek and Poison Creek Section Central Oregon Highway, Harney County.

Dillman Hardware Company	$ 102.35 ✓ $105.66 -
Union Oil Company of California	819.45 ✓
Feenaughty Machinery Company	1217.04, plus interest, plus attorney fees $100.
Verl Reed	1022.15.

Final $754.60 - V- #17013 - Handed to Ref. of Surety on Nov. 27, 1937

According to our records, the final check on this contract in the amount of $754.60 was paid to Great American Indemnity Company. Kindly confirm our understanding that the foregoing claims are the only ones filed with you on this contract and payment was made as aforesaid.

This information is sought by us as attorneys for the Great American Indemnity Company.

Yours truly,
PLATT, HENDERSON, WARNER & CRAM
By Wilber Henderson

WH:LP

101-1221

R V Hallenberg 9-29-37

On June 18, 1937 Mr Paxson wrote to CC Hockley giving the final cost of the Miles Bridge PWA Project and requested payment of the original grant set-up of $5,193.00. This amount was not mentioned in Mr Paxson's letter, therefore, I am giving you this memorandum for your files

L E Parsons

J-103

101-1001

RECEIVED
JAN 3 1938
FOR FILING

#1940

December 27, 1937

SHELL OIL COMPANY
Chronicle Building
W. 926 Sprague Avenue
Spokane, Washington

Attention P. E. Hansen, Division Credit Mgr.

Gentlemen:

This acknowledges receipt of your letter of December 20 enclosing signed release covering your claim against W. C. White for work on the Medical Springs Secondary Highway, Baker County, Oregon, in connection with State Highway Contract No. 1940.

We have noted the settlement of this claim in our records of this job, and have notified the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

REFERRED TO

December 27, 1937

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Enclosed find copy of signed release which we have received from the Shell Oil Company covering their claim against W. C. White for work on the Medical Springs Secondary Highway, Baker County, in connection with State Highway Contract No. 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - W. C. White
Vale, Oregon

SHELL OIL COMPANY
CHRONICLE BUILDING
W. 926 SPRAGUE AVENUE
SPOKANE, WASHINGTON

TELEPHONE RIVERSIDE 3121

RECEIVED
DEC 23 1937
OREGON
STATE HIGHWAY COMMISSION

December 20, 1937

Mr. Earl Snell
Secretary of State
Salem, Oregon

State of Oregon Contract #1940
Medical Springs Secondary Highway
Baker County, Oregon
RE: W. C. WHITE, Principal Contractor

Dear Sir:

Attached hereto please find Release covering our claim against the bond taken from W. C. White, principal, and Great American Indemnity Company, surety, for work on Oregon State Contract #1940.

Yours very truly,

SHELL OIL COMPANY

P. E. Hansen

Division Credit Manager

PEH:dc
Att.

December 23, 1937

Respectfully referred to the Oregon State Highway Commission as no record of filing of an original notice of claim appears upon the records of this office.

STATE DEPARTMENT.

DEC 23 1937

RELEASE

IN CONSIDERATION of the payment of the sum of One Hundred Fifty-one and 19/100 Dollars ($151.19) by the Great American Indemnity Company, receipt of which is hereby acknowledged, we, the Shell Oil Company, do hereby release and discharge the said Great American Indemnity Company of and from all liability under its bond covering Mr. W. C. White on State of Oregon Contract #1940, Medical Springs Secondary Highway in Baker County, Oregon.

IN FURTHER CONSIDERATION of said payment, the Shell Oil Company releases all its right, title, and interest in and to its claim against Mr. W. C. White.

DATED this 20th day of December, 1937.

SHELL OIL COMPANY

Witness: W. B. Nissen

By P. E. Hansen
Division Credit Manager
Spokane Division

SECRETARY OF STATE
RECEIVED
DEC 23 1937

#1940

RECEIVED
DEC 11 1937
FOR FILING

101-1

December 9, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 7, enclosing three copies of a notice of claim by Shell Oil Company for $151.18 against W. C. White for the work of grading, surfacing and bridge construction on the Medical Springs Secondary Highway in Baker County, being State Highway Commission Contract No. 1940.

We have noted this claim in our records of this job and will see that copies of said notice are forwarded to the contractor and the surety on his bond, the Great American Indemnity Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

December 9, 1937

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by Shell Oil Company for $151.19 against W. C. White for the work of grading, surfacing and bridge construction on the Medical Springs Secondary Highway, in Baker County, being State Highway Commission Contract No. 1940.

Inasmuch as you are the surety named by the contractor in connection with this job, we are passing on to you one of these notices for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl

cc - W. C. White
Vale, Oregon

COPY

DIRECTOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Shell Oil Company, has a claim in the amount of One Hundred Fifty-one and 19/100 DOLLARS ($151.19) against the bond taken from W.C. White as principal, and the Great American Indemnity Company, as surety, for the work of grading, surfacing and bridge construction on road number 340, Medical Springs Secondary Highway in Baker County, Oregon, specifically covered under State of Oregon contract No. 1940.

SAID CLAIM is for Shell Petroleum Products furnished Mr. W.C. White in the construction of said above-describedjob.

IN EVENT said claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of Seventy-Five DOLLARS ($75.00) as attorney's fees and costs.

DATED this 30th day of November, 1937.

SHELL OIL COMPANY

By P. E. HANSEN
P. E. Hansen
Division Credit Manager

STATE OF WASHINGTON)
: ss.
COUNTY OF SPOKANE)

P. E. Hansen, being sworn upon oath deposes and says: that the above statement and claim is just, true, and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal, and surety, and the State of Oregon.

P. E. HANSEN

Subscribed and sworn to before me this 30th day of November, 1937.

R. W. Bedwell
Notary Public
STATE OF WASHINGTON

(SEAL)

Endorsed: File No. 2738
Filed December 4, 1937
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

December 7, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Shell Oil Company for $151.19 against the bond taken from W.C.White, principal, and Great American Indemnity Company, surety, for work on the Medical Springs Secondary Highway, contract No. 1940, which was received from your office and filed as of December 4th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

#1940

101-1001

December 3, 1937

Shell Oil Company
Chronicle Building
W. 926 Sprague Avenue
Spokane, Washington

Attention: P. E. Hansen

Gentlemen:

This acknowledges your letter of the 30th ultimo which was received in this morning's mail forwarding affidavit of the Shell Oil Company against W. C. White being for petroleum products furnished Mr. White in connection with his contract with the State Highway Commission for the construction of the Medical Springs Secondary Highway in Baker County, Oregon State Highway Contract No. 1940.

According to the Oregon Laws, your claim should have been filed with the Oregon Secretary of State so I am forwarding it to him with a request that he file the same in accordance with the legal requirements.

Very truly yours,

Secretary

HBG:AM

December 3, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of claim from the Shell Oil Company, Chronicle Building, W. 926 Sprague Avenue, Spokane, Washington, against W. C. White in connection with his contract for grading, surfacing and bridge construction on the Baker-Medical Springs Secondary Highway, in Baker County, Contract No. 1940. The claim is in the amount of $151.18.

This is being sent to you inasmuch as you appear surety on the bond furnished by Mr. White in connection with this contract.

Very truly yours,

HBG:AM

Secretary

cc - W. C. White
Vale, Oregon

December 3, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

Attached hereto is a claim that has been filed with the State Highway Commission against the bond taken from contractor W. C. White and the Great American Indemnity Corporation in connection with Mr. White's contract with the State Highway Commission for the grading, surfacing and bridge construction on the Baker-Medical Springs Secondary Highway in Baker County, State Highway Contract No. 1940. You will note that the affidavit is directed to the Director of Highways whereas it should have been directed to you as Secretary of State in order to meet the legal requirements which is our reason for forwarding it to you at this time.

Very truly yours,

Secretary

HBG:AM

COPY

SHELL OIL COMPANY
Chronicle Building
W. 926 Sprague Avenue
Spokane, Washington

November 30, 1937

Director of Highways
State of Oregon
Salem, Oregon

State of Oregon Contract #1940
Medical Springs Secondary Highway
Baker County, Oregon

Re: W. C. WHITE, Principal Contractor

Dear Sir:

Attached hereto please find our lien properly executed and supported by itemized statement in the amount of $151.19, representing the value of Shell Petroleum Products furnished to Mr. W. C. White in the prosecution of this contract.

Please immediately attend to the proper filing of our claim and advise us when done.

Very truly yours,

SHELL OIL COMPANY

P. E. Hansen (signed)
Division Credit Manager

PEH:dc
Att.
REGISTERED MAIL
RETURN RECEIPT REQUESTED

DIRECTOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Shell Oil Company, has a claim in the amount of One Hundred Fifty-one and 19/100 DOLLARS ($151.19) against the bond taken from W. C. White as principal, and the Great American Indemnity Company, as surety, for the work of grading, surfacing and bridge construction on road number 340, Medical Springs Secondary Highway in Baker County, Oregon, specifically covered under State of Oregon contract No. 1940.

SAID CLAIM is for Shell Petroleum Products furnished Mr. W. C. White in the construction of said above-described job.

IN EVENT said claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of Seventy-Five DOLLARS ($75.00) as attorney's fees and costs.

DATED this 30th day of November, 1937.

SHELL OIL COMPANY

By P.E. Hansen
P. E. Hansen
Division Credit Manager

STATE OF WASHINGTON)
) ss.
COUNTY OF SPOKANE   )

P. E. Hansen, being sworn upon oath deposes and says: that the above statement and claim is just, true, and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and the State of Oregon.

P.E. Hansen

Subscribed and sworn to before me this 30th day of November, 1937.

Notary Public

State of Washington

#1940

STATEMENT

SHELL OIL COMPANY

CHRONICLE BUILDING, W. 926 SPRAGUE AVE.
SPOKANE, WASHINGTON

W. C. WHITE

VALE, OREGON

3 REG.

TEAR HERE

PLEASE RETURN THIS STUB WITH YOUR REMITTANCE. $______

KEEP THIS STATEMENT – YOUR CANCELLED CHECK IS YOUR RECEIPT.

DESCRIPTION	DATE	CHARGES	DATE	CREDITS	BALANCE PAY LAST AMOUNT SHOWN
	FEB. 1937				
	Feb 19	32.18			
	Feb 25	1.73			
	Feb 26	8.78			
	Feb 26	2.48			45.17
	Mar 5	16.58			
	Mar 11	15.60			
	Mar 11	7.80	Mar 10	45.17	39.98
	Mar 19	13.65			53.63
	Mar 26	20.00			
	Mar 26	3.30			76.93
	Apr 7	2.95			79.88
	Apr 9	22.00			
	Apr 14	11.00			
	Apr 16	13.00			125.88
	Apr 20	2.48			128.36
	May 3	11.00			
	May 8	11.00			150.36
	May 10	.83			151.19

USE GOLDEN SHELL MOTOR OIL FOR ECONOMY

SHOULD BALANCE SHOWN BE INCORRECT NOTIFY SHELL OIL COMPANY, W. 926 SPRAGUE AVENUE, SPOKANE, WASHINGTON.

TERMS NET: PAYMENT DUE ON OR BEFORE THE TENTH OF THE MONTH FOLLOWING DATE OF PURCHASE.

#1940

RECEIVED
FOR FILING
[illegible]

November 26, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 24 enclosing three copies of a notice of claim by Forest Products Treating Company for $1905.94 against W. C. White, for work on the Miles Bridge Section of the Medical Springs Secondary Highway, in Baker County, being State Highway Commission Contract No. 1940.

We have noted this claim in our records of this job and shall forward copies of the notice to the contractor and to the surety on his bond, the Great American Indemnity Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 27, 1937

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State the enclosed notice of a claim by Forest Products Treating Company in the sum of $1,905.04 against W. C. White for treated lumber and one bolt hole treating gun furnished in connection with the work of grading, surfacing, and construction of a bridge on the Miles Bridge Section of the Medical Springs Secondary Highway, in Baker County, being state highway contract No. 1940.

This copy of the notice of claim is being sent you inasmuch as you are named surety on the bond furnished by the contractor, to whom also we are sending a copy.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - W. C. White

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 26 1937
OREGON
STATE HIGHWAY COMMISSION

November 24, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Forest Products Treating Company for $1905.94 against the bond taken from W.C. White, principal, and Great American Indemnity Company, surety, for work on the Miles Bridge Section of the Medical Springs Secondary Highway, contract No. 1940, which was received from John Lichty, Attorney, Failing Building, Portland, Oregon, and filed as of November 22nd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

Mrs Lewis
prepare letters

RECEIVED
NOV 26 1937
FOR FILING

101-1001

November 24, 1937

Jerome Lewis & Company
16 Clogg Building
Yakima, Washington

Gentlemen:

Replying to your letter of the 22nd instant concerning W. C. White's contracts No. 1940 for grading, surfacing and bridge construction on the Medical Springs Secondary Highway, in Baker County, and No. 1942 for furnishing crushed gravel in stock pile for the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, wish to advise as follows:

Contract No. 1940 was completed on May 28, 1937, and was accepted by the State Highway Commission on June 4, 1937. A warrant covering payment of the final estimate and all retained percentages was mailed to the contractor on July 24, 1937. The State Highway Commission does not, therefore, owe Mr. White anything for the performance of this contract.

101-1001

Contract No. 1942 was completed on August 14, 1937, and was accepted by the Highway Commission on September 14, 1937. All moneys due the contractor for this work have been paid to him with the exception of the final warrant in the amount of $754.60 which we are holding at the request of the surety on the bond furnished by Mr. White in connection with this job. This amount represents 3 per cent of the total amount of the contract. We are not able to make any segregation of it between final estimate and retained percentage.

13-1203

Very truly yours,

Secretary

HBG:AM

Nov, 24, 1937

H. B. G.

In accordance with the Suretys request of Nov, 19th we are holding the final warrant which is in amount of $754.60. The contract was completed Aug, 14, 1937 and was accepted Sept, 14, 1937.

J. McFarland.

The warrant covering final payment on Cont. #1940 was mailed out to the contractors on July 24, 1937.

'IS & CO.
INSURANCE
TELEPHONE 3145
16 CLOGG BUILDING
YAKIMA, WASH.

RECEIVED
NOV 23 1937
STATE HIGHWAY COMMISSION

1937

Oregon State Highway Commission
Salem, Oregon

RE: Contract #1942: Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways in Harney County, Oregon:
W. C. WHITE

Gentlemen:

Kindly advise if you have paid Mr. White for the final and 15% retention on your above contract?

If not, fill in the desired information in the blanks provided below reciting the amount unpaid or which you are holding back segregating it so we can tell how much represents the final estimate and also the amount of the 15% retention.

If you are retaining anything representing the final estimate and/or 15% retention, please hold onto it until we approve delivery of the warrant. For your information will state that we are bringing pressure to bear to have Mr. White turn over to the Bonding Company all balances due on Contract Number 1940 covering bridges in Baker County and would like to do the same on Number 1942 in Harney County.

Keenly regretting our contractor has caused you all this trouble and assuring you we appreciate your valued cooperation, we are,

Respectfully yours,

Jerome Lewis
Jerome Lewis

JL:CJ

Gen
see memo for reply

Jerome Lewis:

Amount we are holding back on final estimate Job #1942, Harney County ________________

Amount representing 15% retention which we are holding back:

____

ANSWERED
H. B. G.

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

TELEPHONE: 3145

JEROME LEWIS & CO.

INSURANCE

16 CLOGG BUILDING
YAKIMA, WASH.

November 22, 1937

Oregon State Highway Commission
Salem, Oregon

RE: Contract #1942: Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways in Harney County, Oregon:
W. C. WHITE

Gentlemen:

Kindly advise if you have paid Mr. White for the final and 15% retention on your above contract?

If not, fill in the desired information in the blanks provided below reciting the amount unpaid or which you are holding back segregating it so we can tell how much represents the final estimate and also the amount of the 15% retention.

If you are retaining anything representing the final estimate and/or 15% retention, please hold onto it until we approve delivery of the warrant. For your information will state that we are bringing pressure to bear to have Mr. White turn over to the Bonding Company all balances due on Contract Number 1940 covering bridges in Baker County and would like to do the same on Number 1942 in Harney County.

Ben
[illegible] for reply

Keenly regretting our contractor has caused you all this trouble and assuring you we appreciate your valued cooperation, we are,

Respectfully yours,

Jerome Lewis
Jerome Lewis

JL:CJ

Jerome Lewis:

Amount we are holding back on final estimate Job #1942, Harney County ____________

Amount representing 15% retention which we are holding back:

____

ANSWERED
H. B. G.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 1892 Ends with: Contract # 1940

FLASH CARDS: Begins every Contract

Remarks: Contract # 1940 continued on Reel # 28

Reel No. 27 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak Fine Grain Film 745

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 8 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden